

BRITISH
AND EMPIRE
WARSHIPS
OF THE SECOND WORLD WAR



H. T. LENTON

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Quarter view of the *King George V* on completion showing rocket launchers on X turret, and on the quarterdeck. The ship has SR.284 RDF and AW.286, but no AR.285 fitted to the HA.DCTs. (IWM)



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H. T. LENTON

GREENHILL BOOKS, LONDON
NAVAL INSTITUTE PRESS, ANNAPOLIS, MARYLAND



British and Empire Warships of the Second World War

First published 1998 by Greenhill Books, Lionel Leventhal Limited,
Park House, 1 Russell Gardens, London NW11 9NN

Published and distributed in the United States of America by the Naval
Institute Press, 118 Maryland Avenue, Annapolis, Maryland 21402-5035

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British Library Cataloguing in Publication Data

Lenton, H. T.

British and Empire warships of the Second World War

1. Warships – Great Britain – History 2. World War, 1939–1945 – Naval
operations, British

I. Title

623.8'25'0941'09044

Greenhill ISBN 1-85367-277-7

Library of Congress Catalog Card Number 97-76482

Naval Institute Press ISBN 1-55750-048-7

Printed in Hong Kong by Midas Printing Limited

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Introduction

To mark the 50th anniversary of the end of the Second World War it seemed appropriate to look again at the composition of the British, Dominion, and Colonial naval forces during the war period. The original intention was to update the book published over 30 years ago in collaboration with J J Colledge, but the format proved too restrictive. Consequently, the book was re-written from original source material so as not to perpetuate error, to incorporate additional building dates and technical details, and to add or amend fates as requisite.

Arranging the various warship types in order of battle was straightforward for the regular units, but was increasingly difficult for auxiliary vessels as there is no recognised structure for them, and size was not a reliable criterion. As a result their military value was assessed on their intended role, and not necessarily on any armament that was carried. Therefore, combatant auxiliary vessels—such as merchant aircraft carriers, armed merchant cruisers, auxiliary patrol vessels, auxiliary minesweepers, etc.—are grouped after their regular counterparts. Many regular warships and auxiliary vessels changed their roles during the course of the war, and are therefore listed more than once in their appropriate sections; but unless large scale structural alterations were involved their principal particulars are only given under their initial listing. Some other vessels—particularly among the smaller auxiliary vessels—had simultaneous double-roles; such as examination service vessels which often doubled as pilot vessels, or air/sea rescue vessels. These latter, however, are only listed once under their principal category.

Although the full load displacement—together with the draught and speed in this condition—is the more relevant in the legend details, the standard displacement introduced by the Washington Naval Treaty (1921) is also given as this is the most frequently stated figure in official documents. In view of the qualitative limitations imposed by the several pre-war naval treaties the standard displacement was a most useful artifice; but its general use gave a false impression of ship size (it was too low) and speed (it was too high); but it was, perhaps, a better indication of steel worked than the full load displacement. The difference between standard and full load displacements was supposed to be the amount of bunkers and reserve feed water carried; but it became increasingly difficult to reconcile these figures as the war progressed.

The Royal Navy went to war prepared—and hoping—to fight it out on the surface. The real threats were below the surface and in the air, and the Navy was slow in adjusting to the changed circumstances. Despite the lessons of the First World War, the protection of merchant shipping—on which the U.K. and the Empire were vitally dependent—had not received the attention it merited. An effective submarine detection set (Asdic) was available, but was fitted in too few hulls; an air/surface warning set (RDF) was under development, and was already fitted on a battleship and a cruiser; with light AA guns the Admiralty had already rejected the 20mm Oerlikon as unsuitable, and seemed unaware of the 40mm Bofors gun; while a rather run-down intelligence network had no idea that Germany had the magnetic mine in full production. Wholesale requisitioning of passenger liners (to serve as armed merchant cruisers) and trawlers (for anti-submarine and minesweeping work) was in progress: but both were stopgaps, and not solutions. Meanwhile, the Germans—who had no intention of challenging the overwhelming superiority of the British surface fleet—embarked on

the mass production of submarines, and perfected their dive-bombing techniques in Poland.

What was not foreseen—understandably in the circumstances—was that by mid-1940 most of Western Europe was in German hands; and it was no surprise when Italy joined forces with Germany. With most of the European shore, and all the North African shore, of the Mediterranean in enemy hands, the control of this vital sea area was hotly disputed, but never lost; and took a heavy toll of British and Allied warships. Having first neutralised the American fleet at Pearl Harbor in a treacherous attack towards the close of 1941, Japan then swept unchecked through South-East Asia. There was little that a polyglot collection of American, British, and Dutch warships could do to halt the Japanese advance—especially after the loss of the British battleship *Prince of Wales* and the battlecruiser *Repulse*—and they also incurred heavy losses. This was the lowest point of the Allied fortunes, as from mid-1942 the war slowly started to turn in their favour as war construction gathered momentum. The awesome production capability of the U.S.A. was soon made evident; and it was this factor, more than any other, that eventually secured victory for the Allied Forces.

In 1940 many Allied warships were able to escape to the U.K. after their countries were overrun by Germany, served under the operational control of the Royal Navy, and were allocated British pendant numbers. These vessels have been largely excluded except for the small number that actually wore the White Ensign, and were manned either by British or by Allied crews. In the same manner many Allied merchant ships were also requisitioned by the Royal Navy, and quite often retained their national crews although they wore the White Ensign.

The shifting fortunes of war made the war construction programmes for major warships—battleships, cruisers, aircraft carriers, etc.—difficult to formulate. All would be many years under construction, so that the priorities when they were first ordered were unlikely to be relevant by the time they were completed. In addition, they required most of the equipment and materials in short supply: gun turrets, fire control, armour plating, turbines, reduction gearing, etc. so that delays in both construction and completion could be realistically anticipated. There was no way the rather chequered progress of the war could be foreseen, and every year there was a significant strategic shift in its prosecution which at times made advanced planning seem inept. What was correctly envisaged was that the aircraft carrier had supplanted the battleship as the capital unit of the fleet, and realistic orders were placed that could be met by the shipbuilding industry for the foreseeable future.

Except for ten cruisers none of the war-programmed major units was completed before the end of hostilities. While they absorbed scarce and valuable facilities there can be no question of the need to order them even though their numbers did not even make good war losses. Owing to the advent of the atomic bomb—the development of which was such a well kept secret—the war ended with dramatic suddenness. Consequently, several units that were scheduled for completion in 1945/46 found themselves in the unenviable position of being uncompleted without the stimulus of war to ensure further work on them.

Under the emergency powers that came into force with the outbreak of war mercantile tonnage was requisitioned by the Royal Navy with a rather heavy hand. Fortunately, a curb was placed on this predatory naval action

by the newly-established Ministry of War Transport (MOWT) who stoutly resisted most subsequent naval demands, with the issues often having to be resolved at Cabinet level. There was a small surplus in certain mercantile categories—passenger liners, deep-sea trawlers, excursion paddle steamers, etc.—that could not ply their trade under war conditions, and they were readily made available to the Royal Navy; but while mercantile losses exceeded the rate of new construction there were no cargo ships to spare.

Although it was reasonable to assume that most combatant auxiliary vessels would be returned to trade once replaced by their naval counterparts under the large war construction programmes, this was not always the case; and the Royal Navy retained most of them even though their usefulness was always questionable. The position of the Dominion and Colonial navies—except for Canada—differed in that their war construction programmes were much smaller, and they could not afford to release their combatant auxiliaries until after the war. Despite limitations in manpower and materials Canadian war construction was outstanding, and once clear of east coast harbours their ships were immediately in the crucial North Atlantic battle zone. As the Pacific coast was a relatively safer area there was a corresponding wider utilisation of combatant auxiliaries, so that more regular warships could be made available for the Atlantic coast.

There is no discernible policy in naming British warships other than traditional big ship and small ship names. On the whole requisitioned auxiliary vessels kept their mercantile names—no matter how inappropriate—unless they were already borne by regular warships; and there was loose collaboration between the Allied navies to avoid duplication of names. Nonetheless, duplication did occur, but without any serious consequences as the ships concerned had different pendant numbers. In the tables the suffixes (i), (ii), (iii), etc. have been added after ships bearing the same name; and indicate the chronological sequence of naming. However, it should be clearly understood that these bracketed suffixes are not part of the official name. In addition, there were numerous instances of mis-spelling of the names of mercantile auxiliaries in the Navy Lists; and a total disregard of accents to vowels.

Capital ships and aircraft carriers were given traditional big ship names; but there was more homogeneity with escort carriers which were allocated occupational/ruler names. There was a real mixture with cruisers: those surviving from the First World War adopted a class letter (C/D/E), or were named after famous Elizabethan seamen. Inter-war construction was given county/city/classical/colony names; while war construction reverted to a mix of traditional names.

Both destroyers and submarines generally adopted a class letter system; exceptions were the tribal names awarded to some large destroyers and the river names to fleet submarines, while minelaying submarines were named after marine mammals. The class letter system was continued through the war; but again some large destroyers were allocated battle names, and the smaller escort destroyers were named after hunts.

With war construction destroyers the class letter system was continued to Z (X and Y were omitted), but as original “A” and “B” class units were still in service the next class took the letter C; and the letter C was adhered to for the next three flotillas as some original D/E/F class units were also still serving. There was then a break with the class letter system, and weapon names were given to the next two flotillas, and the final two flotillas adopted the letter G as only two of the original “G” class were left in service. Post-war the last two flotillas with battle names were all renamed with the class letter D as there was only a solitary survivor—the *Duncan*—from the original “D” class. The destroyers transferred from the United States Navy were all named after towns common to the U.S.A. and U.K./Canada.

Like destroyers, war-built submarines adhered to the class letter system; and the three main classes used S/T/U. Illogically, many of the “U” class had V names, and perversely many of the “V” class had U names; but while midget submarines were unnamed they were all allocated pendant numbers with X flag superior. The letters Y and Z were not used, so that the final class ordered during the war was assigned the letter A. Foreign submarines requisitioned while building at the outbreak of the war, together with those transferred from the United States Navy, were also unnamed.

Escort sloops were initially named after coastal towns, then switched to bird names, and finally were given traditional small ship names; while those built for the Royal Australian Navy and Royal Indian Navy were named after rivers. Corvettes were given flower and castle names; and the following frigates river, loch, and bay names; while those built for the Royal Australian Navy and Royal Canadian Navy were named after towns. Frigates transferred from the U.S.A. were named after Napoleonic era naval captains and colonies, small escorts—approximating corvettes—all received the prefix “Kil-”; and ex-Coast Guard cutters were named after headlands, coves, and inlets. Traditional small ship names were borne by minesweeping sloops: which were perpetuated by the larger “Algerine” class, whereas the smaller “Bangor” class were named after small coastal towns. Town names were also used by the Royal Australian Navy for their “Bathurst” class, and the Royal Canadian Navy and Royal Indian Navy for their “Bangor” class. Patrol sloops were named after sea birds; while river gunboats were also briefly named after birds before reverting to more traditional insect names. To add to the confusion bird names were also allocated to small minelayers.

The small number of purpose-built landing ships either had the prefix “Empire” (for landing ships infantry and landing ships carrier) or the suffix “-way” (for landing ships dock); while the more numerous landing ships tank were only numbered except for the first three prototypes, which were all later converted to fighter direction ships.

The dog names allocated to the first naval trawlers—the *Basset* and *Mastiff*—were short-lived. Thereafter, derivatives of the class were named after Indian towns (for the Royal Indian Navy), trees, dances, Shakespearean characters, and U.K./Canadian islands; and hill, fish, Round Table, and military names were allocated to standard builder’s designs. This was, perhaps, the one category whose class names were not to be found elsewhere.

There was no pattern to the naming of depot/repair ships; but the three war-built classes were named after coves and inlets, headlands, and appropriate virtues. Boom defence vessels aptly had the suffix “-gate” or “-net”, or the prefix “bar-”; and then less understandably the prefix “com-” or “pre-”; while the prefix “moor-” was applied to all mooring vessels. Except for the “Saint” class of the First World War tug names were otherwise a mixed collection; but many salvage vessels either had the prefix “sal-” or the suffix “-salvor”.

As is evident from the above even someone familiar with British warship names would experience difficulty in establishing a ship’s category by its name; and the class letter system caused the greatest confusion as it was such a mixture of unrelated names and words. There was an apparent aversion to having a strictly regulated naming system, which can prove very boring; and the number of ships of a particular category contemplated naturally had a bearing on the selection of class names, as there had to be sufficient scope to cover a class which could run into hundreds of units. With coastal forces and landing craft a numbering system only was used, prefixed by a self-evident combination of letters (MTB for motor torpedo boat, LCA for landing craft assault, etc.) to indicate the category; and the same system was also extended to other unnamed small craft such as motor fishing vessels (MFVs), torpedo recovery vessels (TRVs), etc.

The tables list pendant numbers, names, builders, building dates, and fates; but the tables are varied to suit the category in question. For unnamed craft their number with the addition of a flag superior was also their pendant number, so that the pendant number and name columns could be merged; and owing to the large numbers involved only a completion date is given, and the machinery builder is summarised at the foot of the table. In the name column there is no distinction made between former warship and mercantile names, but they are arranged in chronological order. Builder’s names are those at the time of build, and some builders underwent several name changes up to the outbreak of, and during, the Second World War. In the fate column warship names are given in capital letters, and merchant ship names in italics, which has become a standard practice with naval publications. For war losses the cause/location/date is given where known; and for location a geographical name, or area, is preferred to latitude and longitude. Geographical names are given national spellings, and

not some Anglicized form. The sole exceptions are Belgian names as with two official languages it would be necessary to give both (if known), so it is less confusing to give the English spelling (Antwerp instead of Anvers/Antwerpen, etc.). Similarly, with vessels sold for demolition, the name of the company and date of sale, together with the location and arrival date, is given where known. In the post-war years all Government ships sold for scrap were first purchased by the British Iron & Steel Corp (BISCO), and were then allocated to shipbreakers. This practice continued until 1962, after which shipbreakers competed with each other for the scrap tonnage on offer. Owing to the pressure on space in the fate column in the tables the original BISCO transaction has been omitted.

For regular warships the names in the tables, and the technical details in the narrative, are both given in chronological order. The tables are also varied for the mercantile requisitions, and as the laying down and launch dates are seldom available these columns are omitted. Although the commissioning dates of numerous mercantile requisitions are available, it was considered more appropriate to give the completion date so as to give an indication of the ship's age. Ship names are arranged in chronological order in the tables, but are in alphabetical order in the narrative so as to facilitate finding an auxiliary vessel's technical details. With a view to manual correction by the readership, and most probably later editions as well, the tables provide an individual entry for each vessel that can easily

be amended and updated. It should be clearly borne in mind that terms and phrases used throughout are those that were prevalent during the Second World War.

The bulk of the data was obtained from official publications and sources, and shipbuilders for warships; from *Lloyd's Register of Shipping*, and *Lloyd's Register of Yachts* for merchant ships; and from personal records made during and after the war. To have given dimensions in feet and inches would have unduly complicated the legend details. All ships—even those belonging to the same class—vary by a few inches either way from the designed dimensions, and the latter have consequently been given to the nearest quarter foot. Considerable assistance has been provided by those with specialist knowledge, especially with the Warships Section and the Small Craft Group of the World Ship Society, both of which publish their own very informative journals; the Public Affairs Department of the Royal Australian Navy; and many others too numerous to mention. To all these I extend my grateful thanks for permitting the use of their material, and their contributions have shed light on many otherwise unreported facets. Nobody was more forthcoming with help and information than the late Jim Colledge, and he will be greatly missed by his many friends.

H.T.L.
Swalcliffe, 1998

Abbreviations

A	aft or ampère	GW	general (combined high	(oa)	overall length	SAAF	South African Air Force
AA	anti-aircraft		& low angle) warning	O.F.	oil fuel	SAN	South African Navy
ac	alternating current		RDF			SCC	Sea Cadet Corps
AR	air ranging RDF			pdr	pounder (gun)	SE	single-ended (boiler)
A/S	anti-submarine	HA	high angle (gun)	(pp)	perpendicular length	SHP	shaft horse power
ASR	air/sea rescue	HA.DCT	high angle director	PT	pendant	SR	surface ranging RDF or
AW	air warning RDF		control tower				single reduction gearing
		HF	high frequency	RAAF	Royal Australian Air	STA	submarine telephone
BB	blind barrage (director)	HMC&E	His Majesty's Customs		Force		apparatus
BHP	brake horse power		& Excise	RAF	Royal Air Force	SW	surface warning RDF or
		hr	hour(s)	RAN	Royal Australian Navy		salt water
CCG	Canadian Coast Guard			RASC	Royal Army Service		
c.p.	controllable pitch	IFF	interrogator RDF		Corps	t	ton(s)
CSA	chemical smoke	IHP	indicated horse power	RBN	Royal Belgian Navy	TBS	talk back system
	apparatus	IIN	Imperial Iranian Navy	RCAF	Royal Canadian Air	TI	target indicating RDF
CT	conning tower	IJN	Imperial Japanese Navy		Force	TM	Thames measurement
cwt	hundredweight(s)	in	inch	RCASC	Royal Canadian Army		tons
cyl	cylinder(s)	IWM	Imperial War Museum		Service Corps	T.T.	torpedo tubes
				RCeyN	Royal Singhalese Navy	TX	transmitter
d	depth (of hull)	k	knots	RCMP	Royal Canadian	TX/RX	transmitter/receiver
DC	diagonal compound	kW	kilowatts		Mounted Police		
	engine(s)			RCN	Royal Canadian Navy	USCG	United States Coast
dc	direct current	LA	low angle (gun)	RDF	range & direction finder		Guard
DCM	depth charge mortar	LA.DCT	low angle director	RDN	Royal Danish Navy	USN	United States Navy
DCR	depth charge rack		control tower	RE	Royal Engineers		
DE	double-ended (boiler)	lb	pounds	REAN	Royal East African Navy	V	volt(s)
deg	degrees (angular)	lb/in ²	pounds per inch squared	REN	Royal Egyptian Navy	VC	vertical compound
DF	direction finder	LF	low frequency	RFW	reserve feed water		engine(s)
D/L	danlayer, -ing	LS	lever simple engine(s)	RHN	Royal Hellenic Navy	VQE	vertical quadruple
D.O.	diesel oil			RIN	Royal Indian Navy		expansion engine(s)
DP	dual-purpose (combined	m	metre(s)	RItN	Royal Italian Navy	VS	vertical simple engine(s)
	high & low angle gun)	m ³	cubic metre(s)	RLN	Royal Libyan Navy	VTE	vertical triple expansion
DR	double reduction gearing	max	maximum	RMN	Royal Malayan Navy		engine(s)
DTE	diagonal triple expansion	MF	medium frequency	RN	Royal Navy		
	engines	MFV	motor fishing vessel	RNethN	Royal Netherlands Navy	W	watt(s)
dw	deadweight (tons)	MG	machine gun	RNN	Royal Norwegian Navy	(wl)	waterline length
		min	minimum	RNVR	Royal Naval Volunteer	WRT	water round torpedo
F	fore or Fahrenheit	mm	millimetre(s)		Reserve		(tank)
FD	flight deck	MOWT	Ministry of War	RNZN	Royal New Zealand	W/T	wireless telegraphy
f.p.	fixed pitch		Transport		Navy		
ft	foot/feet	M/S	minesweeper, -ing	RP	rocket projector	yd	yards
ft ³	cubic foot/feet			RPN	Royal Pakistan Navy		
FW	fresh water	nm	nautical mile(s)	R/T	radio telephony	°	degrees (temperature)
fwd	forward	NMM	National Maritime	RX	receiver		
FY	fishery pendant		Museum	RYN	Royal Yugoslavian Navy		

Major Surface Warships

Battleships and Battlecruisers

Ever since the introduction of the torpedo the battleship's unchallenged supremacy as the capital unit of the fleet has been questioned, but a greater threat arose in the years "between the wars" from air attack. Single—or small numbers of—aircraft were never any great problem to the battleship, but as aircraft could usually be mustered in some strength the crux of the problem lay in the weight of the attack. Against early forms of air attack AA guns could be fired in local control, and their number had some significance; but this no longer applied as aircraft developed, and more sophisticated fire control arrangements were required.

The problem facing the battleship at the outbreak of the Second World War was not only how to deal with several air attacks simultaneously, but that the three principal types of attack—high level and dive bombing, and with the torpedo—all required different defence measures. Only heavy AA guns were effective against high level bombers, a much smaller rapid firing gun was required against dive bombers, and a medium calibre gun—somewhere between the two—was needed to deal with planes carrying torpedoes. Aircraft had to be engaged at ranges outside that at which they released their weapon (to continue firing at them after they had done this was a waste of ammunition), and as rapidity of fire was vital the smallest calibre gun which met these requirements was usually the most suitable.

Despite the variety of air attack it was probably the well co-ordinated attack that presented the greatest threat to the battleship (indeed, all surface warships). Aircraft attacking simultaneously from, say, four different directions left little room for manoeuvre, as in turning to avoid one attack the battleship invariably presented the best possible target for another. A co-ordinated attack of dive and torpedo bombers in strength left the battleship with a small chance of survival; but it needed considerable skill to so marshal shore-based aircraft into such a favourable position, and this was not often achieved in practice.

An early counter to the air threat was for the battleship to operate in waters outside the range of shore-based aircraft, and while this little affected its oceanic employment it had to proceed warily in the narrow seas. Such immunity, however, was short-lived, as with the development of the aircraft carrier a sufficient concentration of aircraft could be encountered

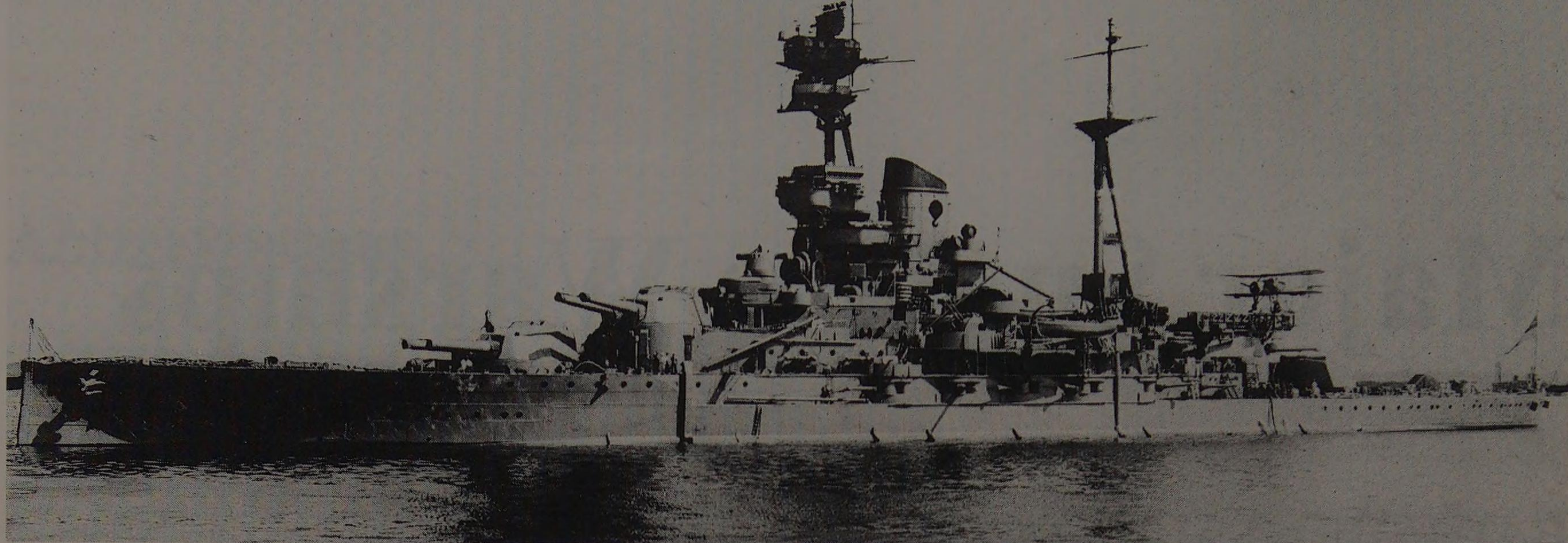
anywhere at sea. The same carrier could also be used defensively by providing it with fighter aircraft, and keeping it with the battle fleet; and consequently its role was variable depending on the proportion of strike to fighter aircraft embarked. When high-performance monoplanes started to supplant biplanes the balance started to tip in favour of the carrier as the capital unit of the fleet with the increased radius, weapon payload, and speed possessed by its aircraft. In basic terms the battleship's heavy guns were completely outranged by the carrier's aircraft, and a close quarters situation—which favoured the battleship—was hardly likely to arise as both carried reconnaissance aircraft.

Owing to the fact that British battleships were kept constantly in commission during the "between wars" period they had less opportunity to be modernised, and their AA defences improved, than many foreign counterparts. It would have served British interests better if they had seen less service, and the heavy expenditure incurred in this direction had been utilised for more extensive refits than were undertaken. No doubt considerable prestige was attached to the active battle squadrons, but it resulted in a heavy accumulation of work for which there were eventually neither time nor funds available.

By the outbreak of war only the *Warspite* and the *Renown* had been thoroughly modernised; while the *Queen Elizabeth* and *Valiant* were undergoing large-scale alterations, which would have been extended to the *Repulse*, *Barham*, *Malaya*, and *Hood* had not hostilities intervened. It had been decided not to take the smaller and slower "Royal Sovereign" in hand for modernisation, as they were less adaptable; and were scheduled for replacement by the "King George V" class. It is perhaps interesting to note that over the same period the United States Navy completely overhauled seven of their 15 battleships, the Imperial Japanese Navy all ten of their capital units, and the Royal Italian Navy had re-constructed two battleships, and had two more nearly completed.

Below: In 1941 the light AA armament of the *Valiant* totalled twenty-four 20mm AA (24×1) guns and a complete outfit of SW/SR/AW/AR/IFF.RDF was fitted. (IWM)





Above: Early war modifications to the *Resolution* included the addition of ten 20mm AA (10×2) guns; but the censor has touched-out the SW.RDF at the head of the mainmast, AW.RDF at the mastheads, and AR.RDF on the HA.DCTs. (U.S. Navy)

The British battle fleet was thus ill-prepared for war: only four battleships—plus two under re-construction—were suited to modern conditions, and the remaining nine did not measure up to these standards. Under construction, and well advanced, were five units of the “King George V” class; but only two units of the succeeding “Lion” class had been laid down, and soon after all work on them ceased. The battleship’s air defence capability was much overrated, and in the unmodernised units comprised only two HA.DCTs for the heavy AA guns, and two multiple 2pdr mountings, together with weak deck protection. The *Warspite* and the “Nelson” class were better protected, but no better armed; and only the *Renown*—with four HA.DCTs for a dual-purpose secondary battery, and four multiple 2pdr mountings—was armed on a realistic scale. The latter standard was extended to the *Queen Elizabeth*, *Valiant*, and the “King George V” class; and the last introduced the 5.25in DP gun which, while a satisfactory LA weapon, was less than satisfactory for HA use.

There was not a great deal of homogeneity in the British battle fleet, and a wide variation in speeds complicated tactical combinations. The battlecruisers could only combine with the “King George V” class battleships, and the 2/3 knot margin between the “Queen Elizabeth” and “Royal Sovereign” classes was usually sufficient to keep them apart; while the “Nelson” class could merge with either class. With main armament the 15in guns fitted in the 13 units dating from the First World War were replaced by 16in guns in the “Nelson” class, 14in guns in the “King George V” class, and 16in guns were again proposed for the “Lion” class; but only the four old units modernised had the elevation of their 15in guns increased to secure greater range.

A needless loss was incurred shortly after the outbreak of war when a German submarine penetrated the makeshift defences at Scapa Flow and torpedoed the *Royal Oak*. No further losses took place until 1941, and then they came with a run. The *Hood* was sunk by the gunfire of the German battleship *Bismarck*, the *Barham* was torpedoed by a German submarine, and the *Prince of Wales* and *Repulse* succumbed to Japanese air attack. To close a disastrous year the *Queen Elizabeth* and *Valiant* were both attacked in harbour, and heavily damaged, by Italian underwater assault teams. Of the vessels sunk it was significant that four of them had not been modernised, and so were deficient in protection and AA defence, while the loss of the *Prince of Wales*—a modern unit—had no mitigating factor.

Once hostilities had started it was decided to suspend all new construction that could not be completed during the probable duration of the war; and so all work on the “Lion” class was first arrested, and then finally cancelled. There were, however, spare twin 15in gun turrets available; and it is these items—which take a long time to manufacture—that largely determine the rate of battleship construction. The immediate availability of these spare guns and mountings prompted the decision to utilise them in a

hull which could be completed fairly rapidly. This ship, the *Vanguard*, was the only battleship authorised during the war; and was ordered in 1941 when losses in this category were severe. Her construction was continually held up so that, finally, she did not enter service until after the war, and incorporated much hard-won experience into her design. The *Vanguard* was, without doubt, the best British battleship ever built; but she came too late, and even while building was supplanted by the aircraft carrier as the capital unit of the fleet.

While the AA defences of old battleships were improved, no large structural alterations could be undertaken as although the aircraft carrier dominated in the Pacific area, in Home waters and the Mediterranean battleships were still required—in the absence of a sufficient number of fleet carriers—to contain their German and Italian counterparts which, at any time, were likely to break out and threaten the trade routes. Although 15 British battleships were available from 1942 onwards, repairs and refits generally kept one-third of them out of service. They had to counter—at peak strength—three German and six Italian battleships plus two German armoured ships. The enemy ships were also subject to repairs and refits, but at a time of their choosing were liable to sortie at full strength for a specific operation. Thus, the British margin was a fine one on a ship-to-ship basis, but the balance was materially in favour of the Axis units. They had a much higher fleet speed—the slowest made 26 knots—and six of them, plus the armoured ships, were of modern construction; while all the remainder had been reconstructed. The situation was further aggravated by the uncertainty of action that would be adopted by the battle fleet of Vichy France, which had three modern and one old battleships under their control. The situation was resolved at the end of 1942 when they were all scuttled at Toulon except for one modern battleship—the *Richelieu*—which joined the Allied cause. One overwhelming advantage possessed by the Royal Navy, however, was that of position; which prevented any juncture between the Axis—and Vichy French—battle fleets.

No British battleships were lost after 1941; and the situation was progressively eased with heavy damage to the German battlecruiser *Gneisenau* (after which she was no longer capable of sea service) during 1942, the Italian surrender and the sinking of the German battlecruiser *Scharnhorst* in 1943, and the sinking of the German battleship *Tirpitz* in 1944. Consequently, during 1943/44 the more modern British ships could be deployed to the Far East, and the unmodernised “Royal Sovereign” class and the *Malaya* paid-off into reserve, or used for training; while the *Royal Sovereign* was transferred to the Soviet Navy as a political gesture. Following the German surrender in 1945 the “King George V” class were despatched to the Pacific, where they teamed up with the armoured aircraft carriers.

During the whole of the war British battleships were principally employed in providing surface cover against attack by heavy enemy units, but they were also used—especially in the Mediterranean—for bombarding shore targets. The older battleships were later exclusively employed in bombardment roles, which became a pre-requisite for all the major Allied landings in the European and Far Eastern theatres; and the weight and accuracy of the fire contributed to the success of these amphibious operations.

“Queen Elizabeth” class: BARHAM, MALAYA, QUEEN ELIZABETH, VALIANT, WARSPITE.

This class was an early appreciation of the feasibility of the fast battleship in which speed was secured without sacrifice of military qualities largely as a result of two innovations: the 15in gun and oil firing. At the time their design was cast the British battleship was a vessel of about 25,000 tons, armed with ten 13·5in guns in twin turrets, and was coal-fired with turbine machinery for a speed of 21 knots. The 15in gun was adopted as 14in guns were being mounted in contemporary foreign construction, and oil-firing permitted economies in weight and space—together with its greater thermal efficiency—for the higher speed envisaged.

To secure 25 knots it was necessary to increase installed power by 150% (see *Note 1*) and this, combined with the greater weight of the twin 15in—as compared with the 13·5in—gun turret meant that the amidships turret, a feature of all British battleships from the prototype *Dreadnought* (1906), had to be dropped to keep dimensions within limits acceptable to the dry docks available.

For many years the annual Naval Estimates had made provision for four battleships and one battlecruiser, but this class upset such orderly progress. As the Federated Malay States had offered to bear the cost of one battleship the number was increased from the original four to five (see *Note 2*), and instead of a battlecruiser a sixth unit—the *Agincourt*—was ordered. Indeed, had not war intervened, it is likely that no further battlecruisers would have been built; as the class admirably filled this role, and matched the speed of the earlier—if not the later—battlecruisers. However, following the outbreak of hostilities in 1914 it was not long before Admiral Fisher was back in office as First Sea Lord, and this champion of the battlecruiser soon put into effect his dictum that speed was armour with some extreme examples of this type.

The ships were built in an era when the cumulative thicknesses of armour was considered the equal of a corresponding single thickness, and their protection was a patchwork of armour a little stronger than that of their immediate predecessors to compensate for the loss of coal protection. The main belt extended over the main and middle decks, and out to the turret bases, and was taken to the upper deck by a 6in upper strake. It was closed by angled 6in bulkheads running into the end barbettes; and was continued forward and aft by a thinner 4/6in belt closed by 4in bulkheads. Inboard of the belt was an armoured longitudinal bulkhead, descending from the middle deck to the outer shell, which bounded the magazines and machinery spaces, and was closed by bulkheads of corresponding strength.

Barbette armour was graded diagonally, with 10in plates on the sides thinning to 9in and then 7in on the centreline; and was reduced to 4/6in below the upper deck where it descended behind the main belt. The fore side of the forward barbette, and the aft side of the aft barbette, however, had 10in uniform armour above the main deck, as these areas formed part of the outer limits of the citadel. Turret armour followed standard practice with the heaviest plate on the face, and progressively thinned along the sides, across the rear, and on the crown. A 6-sided 6in base supported the forward conning tower, over which the main armament director was mounted, while a smaller conning tower was positioned aft: and both were connected by an armoured tube to the transmitting stations below deck. The secondary armament was placed behind a 6in side, with a 1½in inboard screen and a 2in centreline bulkhead separating each gun position; and for control purposes a 6in sighting hood was provided forward and aft on each side.

Horizontal protection comprised a 1in foc’s’le deck over the forward battery; an armoured upper deck over the citadel which varied between 1½in at its ends abreast the barbettes and over the engine room, to 1¼in inboard/2in outboard strakes over the boiler room; a 1¼in main deck outside the citadel at the ends; a 1in middle deck which was sloped down to the bottom edge of the main belt where it met the longitudinal armoured bulkhead; and a 1in lower deck forward, which was thickened to 3in at the stem, while a 2½/3in arched deck aft enclosed the steering gear.

Only the lead ship—the *Queen Elizabeth*—was fitted with four 6in guns at main deck level aft, where they proved generally unworkable. They were suppressed in the remainder, which shipped a 6in gun in an open shield on each side of the foc’s’le deck between the aft funnel and the mainmast; but all mounted two 3in AA guns forward at this level. To make their designed speed direct drive turbines totalling 75,000 SHP were installed, taking steam at 235lb/in² from 24 water-tube boilers. The boilers were arranged in four adjacent compartments, aft of which were four engine rooms placed abreast. Coupled to each wing shaft were high-pressure ahead and astern turbines, and to each inner shaft low-pressure ahead and astern turbines: all turning at 275 rpm for full speed.

During the First World War flying-off platforms were placed on the roofs of B and X turrets, the 3in AA were replaced by 4in AA guns, the 6in guns on the foc’s’le deck were removed, and with other small additions the normal load displacement rose to 29,150 tons at 30¼ft draught.

From 1924 units of the class were successively taken in hand for extensive modifications when the forward funnel was trunked back to merge with the aft one, they were externally bulged (which increased the beam to 104ft), two additional 4in AA guns were mounted in the positions formerly occupied by the foc’s’le deck 6in guns, fire control arrangements were improved with additions to the bridgework, and two submerged torpedo tubes were removed. This resulted in an increase of the standard displacement to 31,100 tons and draught to 31¼ft, and the loss of about 1 knot in speed. Stern galleries were fitted to the *Barham*, *Queen Elizabeth*, and *Warspite*; which superficially increased their overall length by 4ft. With the *Valiant*, the last unit to be taken in hand, the aircraft platforms on B and X turrets were removed; and replaced by a catapult and crane on the quarterdeck.

No sooner were these alterations completed than they were again taken in hand from 1930 for a further series of modifications, as a result of which the near homogeneity of the class practically ceased to exist.

Barham

During her second major refit this vessel was fitted with two multiple 2pdr AA mountings to port and starboard on the after side of the funnel, and a multiple machine gun on each side aft of the forward conning tower; an HA.DCT was added at the head of the foremast, and a lower control platform was provided below the spotting top for the main and secondary armament directors; a tripod replaced the pole mainmast to support an after HA.DCT, an aircraft crane was stepped abreast it (to port), and a catapult on the roof of X turret replaced the former aircraft platform; and the middle deck armour over the magazines was strengthened.

By the outbreak of the Second World War twin 4in AA had replaced the single mountings, two multiple 2pdr AA mountings replaced the multiple machine guns aft of the forward conning tower, and three multiple machine guns were added: two on B turret, and one on the after superstructure. There are no further records of any more modifications up to the time of her loss.

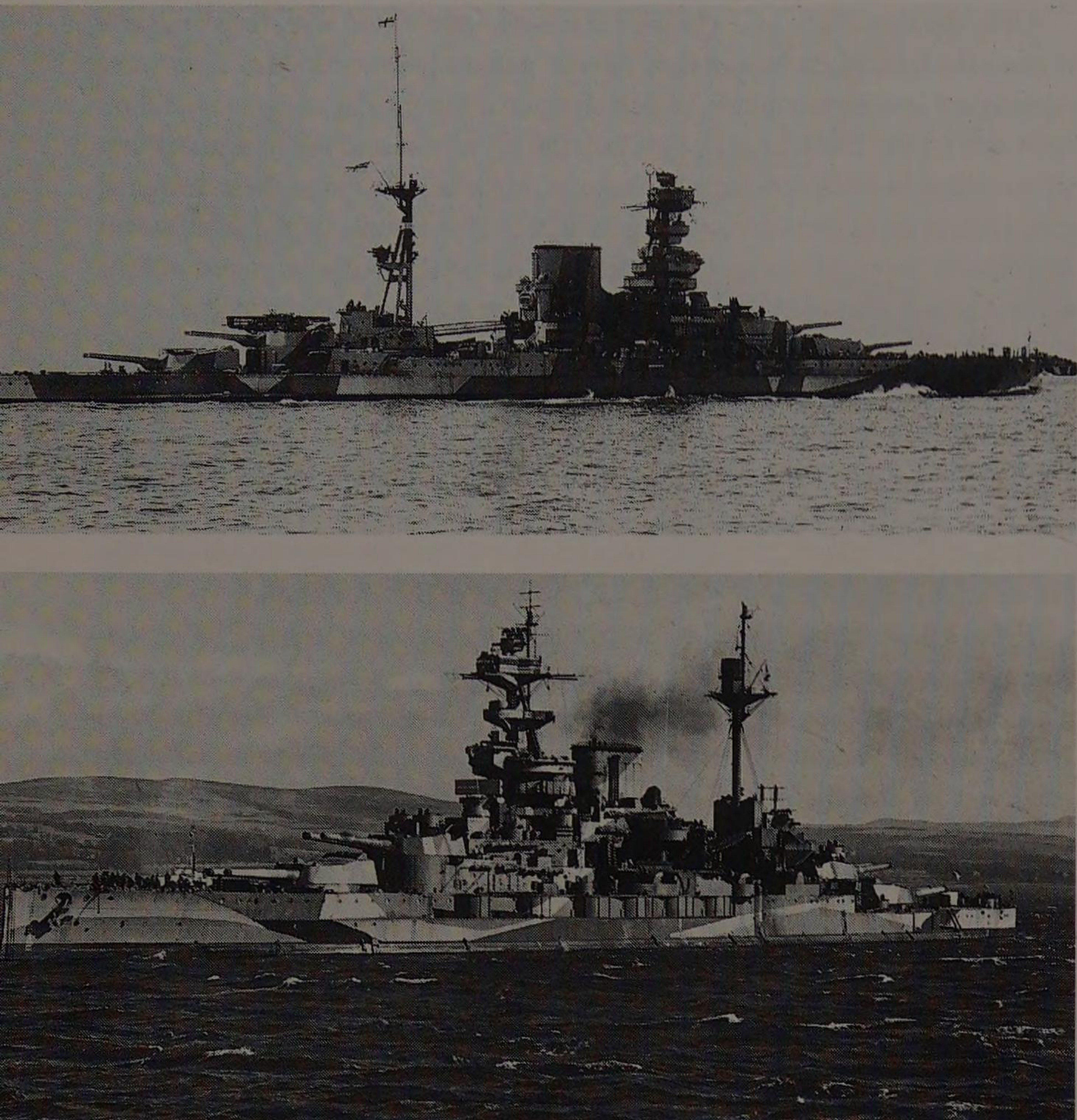
Malaya

This unit was more extensively refitted than the *Barham*. A hangar and fixed athwartship catapult was fitted aft of the funnel, which entailed re-siting the 4in AA guns farther forward, and two cranes were provided for handling aircraft; twin 4in AA replaced the former single mountings, a multiple 2pdr AA was added on each side of the funnel, and two multiple AA machine guns on X turret; and HA.DCTs were installed fore and aft. As some compensation all the submerged torpedo tubes and the after conning tower were removed.

Early war modifications included the provision of AW.286 RDF at the masthead, SR.284 on the LA.DCT, and AR.285 on the HA.DCTs, with the addition of sixteen 20mm AA (16×1) guns, while the multiple machine

Note 1: For some unknown reason the Admiralty wished to conceal the true output, and the false figure of 57,000 SHP was stated to be the installed power.

Note 2: Hence the *Malaya*, the first British battleship to be so named.



Top: The *Barham* had been little altered by 1941 except that a multiple machine gun had been added on the aft superstructure. All RDF has been touched-out by the wartime censor. (IWM)

Above: The *Malaya* in 1944 with all 6in guns taken out, and the AA armament considerably augmented. (IWM)

guns were removed. In 1942 aircraft and catapult were removed in order further to augment the AA armament. Two twin 4in AA mountings were added on the former flight deck and two more multiple 2pdr AA mountings on the after superstructure, and the total number of 20mm AA guns was increased to thirty-one.

SW.271 RDF was carried at the head of the mainmast, and the two forward 6in guns on each side were removed. In 1944 the *Malaya* was placed in reserve, and used as an accommodation ship, when all the 15in and 6in guns, and most of the light AA guns, were removed.

Warspite

This vessel was reconstructed at Portsmouth Dockyard between 1934 and 1937 when she was re-boilered and re-engined, the elevation of the main armament was increased for greater range, the AA armament was considerably augmented, deck protection was strengthened, aircraft and its associated equipment were added, and a new bridge and superstructure generally replaced the former upperworks. Unlike the *Malaya*, where the hull had been overloaded by considerable additions without any appreciable compensations, the *Warspite*'s reconstruction was planned so that weights added would be wholly compensated for—or nearly so—by corresponding reductions, and there would be no loss of speed.

The major contributing factor was the large savings in weight—about 1,500 tons—which could be achieved with modern lightweight machinery; plus that accrued by surrendering the forward and aft conning towers, four of the 6in guns and their side armour, and the two remaining submerged torpedo tubes forward.

As a result the entire superstructure was razed, the deck opened-up for the removal of the main machinery, and the 15in guns and mountings were taken out so that the elevation could be increased from 20deg to 30deg enabling the main armament to be ranged out to 32,000yd. Only three boiler

BARHAM: LEGEND PARTICULARS

Displacement: 31,350 tons (35,970 tons full load).

Dimensions: 600 (pp)/643 $\frac{3}{4}$ (oa) $\times$ 90 $\frac{1}{2}$ (104 across bulges) $\times$ d/31 $\frac{1}{4}$ (34 $\frac{1}{2}$ full load) feet.

Machinery: Twenty-four Yarrow water-tube boilers (235lb/in²), four shafts, Brown-Curtis turbines SHP 75,000 = 24 knots.

Bunkers & radius: O.F. 3,425 tons, 4,400nm @ 10k.

Protection: Main belt 6in (upper edge)/13in/8in (lower edge) & upper belt 6in closed by bulkheads 6in, ends 4–6in closed by bulkheads 4in, battery 6in closed by bulkheads 6in (fwd)/4–6in (aft). Funnel casings & uptakes 1in (below fo'c'sle deck)/1 $\frac{1}{2}$ in (above fo'c'sle deck). Fo'c'sle deck 1in over battery; upper deck 1 $\frac{1}{4}$ in (amid)/2in (edges) abreast barbettes & over boiler rooms, 1 $\frac{1}{2}$ in over engine rooms; main deck ends 1 $\frac{1}{2}$ in outside citadel; middle deck 1in (flat)/5in (slopes) over magazines & inside citadel, 1 $\frac{1}{4}$ in aft; lower deck ends 1in (fwd)/3in (stem), 2 $\frac{1}{2}$ –3in (aft) over steering gear. Longitudinal bulkheads 2in closed by bulkheads 2in. Turrets 13in (faces)/11in (sides & rears)/5in (crowns)/3–5in (floors), barbettes 6–10in (above main deck)/4in (below main deck). Battery inboard screens 1 $\frac{1}{2}$ in. Fwd CT 11in (sides)/3in (floor)/2in (hood) on base 6in (sides)/3in (rear) with tube 4–6in; aft CT 6in (sides)/3in (floor)/2in (hood) with tube 4in. Main DCT 6in (sides)/2in (rear)/3in (crown). Externally bulged.

Armament: Eight 15in (4 $\times$ 2), twelve 6in (12 $\times$ 1), eight 4in AA (4 $\times$ 2), thirty-two 2pdr AA (4 $\times$ 8), twelve .5in AA machine (3 $\times$ 4) guns; one aircraft & catapult.

Complement: 1,124 (war

MALAYA: LEGEND PARTICULARS

Displacement: 31,465 tons (35,380 tons full load).

Dimensions: 600 (pp)/639 $\frac{3}{4}$ (oa) $\times$ 90 $\frac{1}{2}$ (104 across bulges) $\times$ d/31 $\frac{1}{4}$ (34 $\frac{1}{2}$ full load) feet.

Machinery: Twenty-four Babcock & Wilcox water-tube boilers (175lb/in²), four shafts, Parsons turbines SHP 75,000 = 24 knots.

Bunkers & radius: O.F. 3,298 tons, 4,400nm @ 10k.

Protection: As in *Barham* except middle deck 1–5in (over magazines), 3 $\frac{1}{2}$ in (over engine room).

Armament: Eight 15in (4 $\times$ 2), twelve 6in (19 $\times$ 1), eight 4in AA (4 $\times$ 2), sixteen 2pdr AA (2 $\times$ 8), eight .5in AA machine (2 $\times$ 4) guns; three aircraft & catapult.

Complement: 1,124 (..... war).

rooms were required to accommodate the new boilers, reduced from twenty-four to six; and the former forward boiler room was adapted for a variety of other uses including a diesel-generator flat, a transmitting station for the HA control system, an additional W/T office, magazine and store spaces, diesel oil tanks, etc. There was a small increase with installed power, but speed was unaffected; and while the bunkering remained unaltered the radius of action was increased owing to a lower fuel consumption.

Horizontal protection was considerably strengthened: at middle deck level 2 $\frac{1}{2}$ in was added over the machinery spaces amidships, and 4in over the magazines at the ends; and the main deck forward of the forward armoured bulkhead had 1 $\frac{3}{4}$ in added, while the corresponding station aft had new 3in armour. Also strengthened were the funnel uptakes, which received 4in armour above the middle deck. A centreline bulkhead was added in the machinery spaces, dividing it into six boiler rooms and four athwartship engine rooms.

Owing to the reduced number of boilers, uptakes could be conveniently trunked to a single funnel; and forward of this was a tower bridge structure, with a hangar and fixed athwartship catapult abaft it. An armoured conning position was arranged below the flag bridge; and an LA.DCT was provided for the main armament, two control positions for the 6in guns, and two HA.DCTs for the 4in AA guns. The original main armament DCT over the former conning tower was moved aft to a small after superstructure block as a secondary station. Rigging comprised two pole masts, with two cranes for handling aircraft and boats.

The single 4in AA guns were replaced by twin mountings, and moved farther forward (as in the *Malaya*); multiple 2pdr AA mountings were added on each side abreast and abaft the funnel, together with their directors; and two multiple AA machine guns were added on the crowns of B and X turrets. The secondary battery was retained, but the forward and aft 6in gun on each side were removed; and the casemates aft—which had never

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././12							
00	QUEEN ELIZABETH	J Brown (Clydebank)	Fairfield (Govan) (1)	21.10.12	16.10.13	22.12.14	Sold Arnott Young 19/3/48, arrived Dalmuir 7/7/48 for scrapping.
02	VALIANT	Fairfield (Govan)	Parsons (Wallsend) (1)	31. 1.13	4.11.14	13. 1.16	Sold Arnott Young 19/3/48, arrived Cairn Ryan 16/8/4.. for stripping & Troon 10/3/50 for scrapping.
03	WARSPITE	Devonport Dockyard	Fairfield (Govan) (1)	31.10.12	26.11.13	8. 3.16	Sold Metal Industries 12/7/46, wrecked Mounts Bay 23/4/47 en route Faslane, re-sold R H Bennet (Bristol) .././47 & scrapped in situ.
04	BARHAM	J Brown (Clydebank)	J Brown (Clydebank)	24. 2.13	31.12.14	19. 8.15	Torpedoed German submarine U.331 60 miles north of Sollum.
Ordered .././13							
01	MALAYA	Armstrong Whitworth (Walker)	Parsons (Wallsend)	20.10.13	18. 3.15	1. 2.16	Sold Metal Industries 20/2/48, arrived Faslane 12/4/48 for scrapping.
Ordered .././14							
	AGINCOURT	Portsmouth Dockyard	.....	.....	.....	.....	Cancelled 26/8/14.

(1) Re-engined.

been used—were finally plated over, and the side made flush. The remaining submerged torpedo tubes forward were also removed, and the space utilised for additional ammunition stowage.

These modifications resulted in a reduction of standard displacement to 30,600 tons, and draught to 30¾ft; with a full load displacement of about 35,000 tons at 33½ft draught. As a result of opening up the hull amidships, and leaving concentrated weights at the ends, a certain measure of hull deformation took place, so that the shafts had to be re-aligned; and during trials excessive vibration was experienced under full helm owing to interaction between the inner and outer screws.

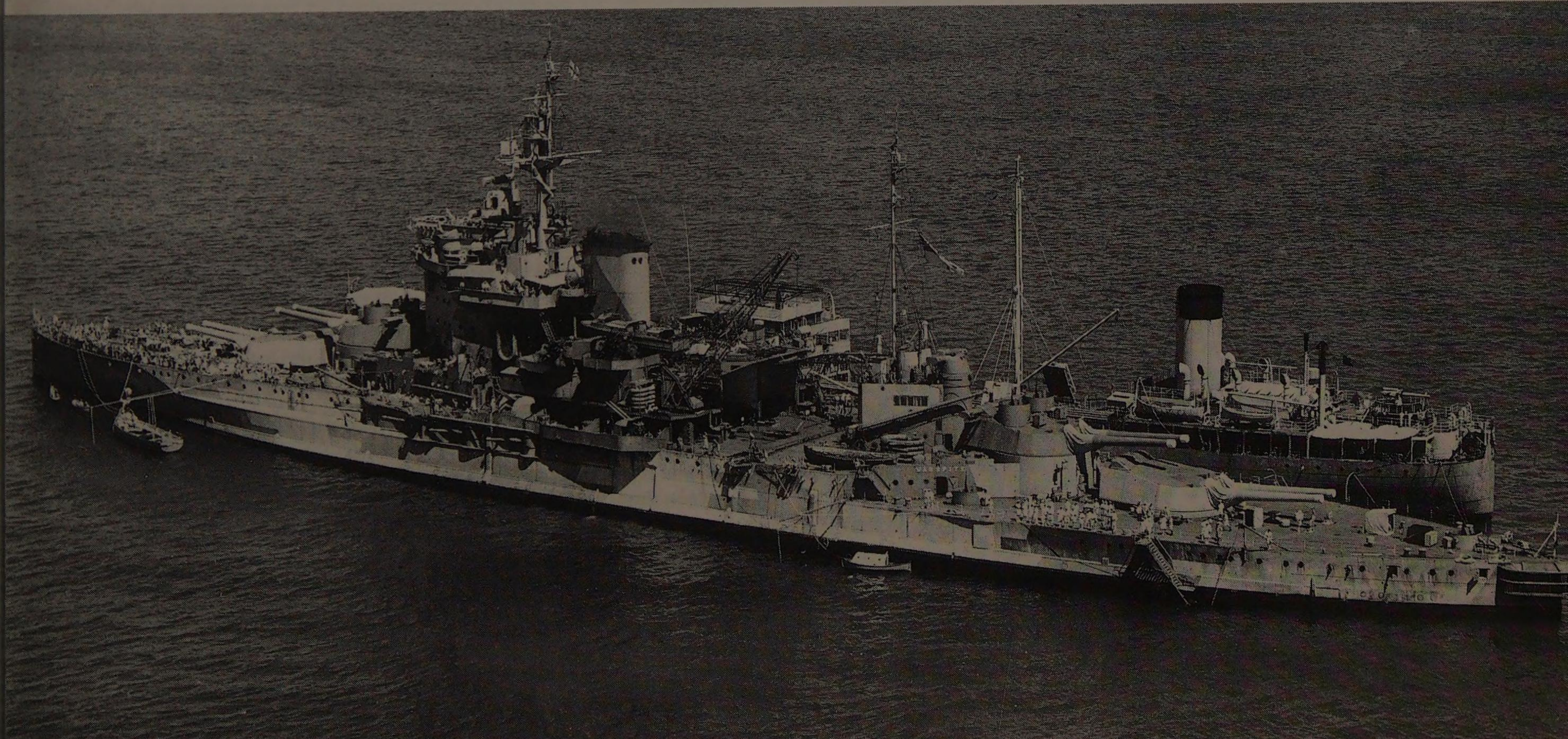
War modifications included the addition of SW.271 RDF at the lower head of the foremast, AW.286 at the mastheads, SR.284 to the main armament DCT, and AR.285 to the HA.DCTs. In addition, the multiple machine guns were removed, and were initially replaced by thirteen—later seventeen—20mm AA (13/17×1) guns disposed overall, aircraft and its associated equipment (other than the cranes) were removed, and finally an additional multiple 2pdr AA mounting replaced the 20mm AA guns on the crown of X turret. Consequently, the final armament comprised eight 15in (4×2), eight 6in (8×1), eight 4in AA (4×2), forty 2pdr AA (5×8), and fifteen 20mm AA (15×1) guns; with a rise in displacement to 32,468 tons (37,375 tons full load).

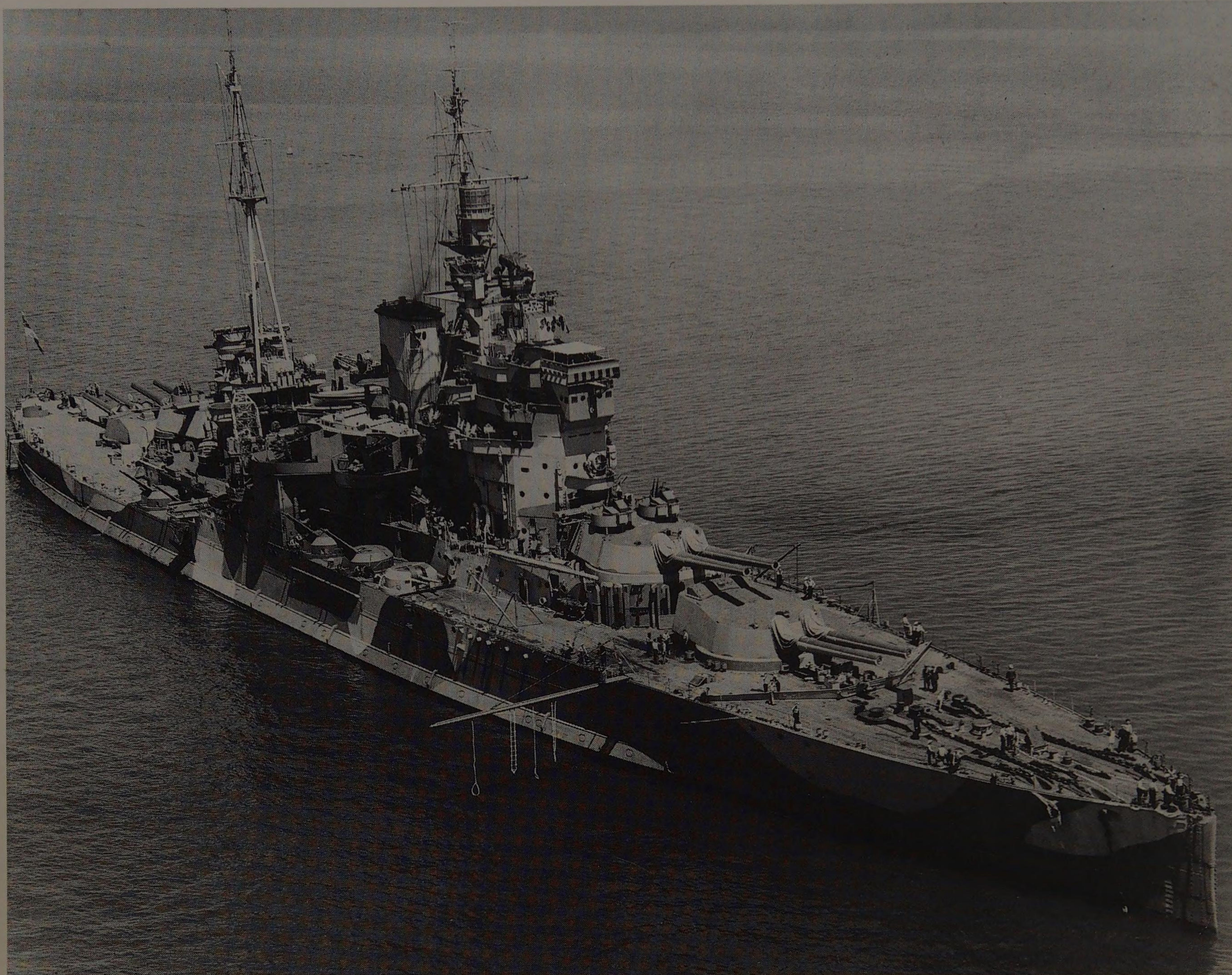
In 1943 the *Warspite* was extensively damaged by bombing, No. 4 boiler room was penetrated and the bottom blown out, and all power lost except for the diesel generators. She was patched up; and with one 15in turret still

WARSPITE: LEGEND PARTICULARS

Displacement: 30,600 tons (34,500 tons full load).
Dimensions: 600 (pp)/643¾ (oa) × 90½/104 (across bulges) ×d/30¾ (33½ full load) feet.
Machinery: Six Admiralty 3-drum boilers (400lb/in² & 700°F), four shafts, Parsons SR geared turbines SHP 80,000 = 25 (24 full load) knots.
Bunkers & radius: O.F. 3,501 tons, 7,579nm @ 12k.
Protection: Main belt amid 6in (upper edge)/13in/8in (lower edge) & upper belt 6in closed by bulkheads 6in, ends 4–6in closed by bulkheads 4in, battery 6in closed by bulkheads 6in (fwd)/4–6in (aft). Funnel casing and uptakes 4in. Fo’c’sle deck 1in (over battery); upper deck 1¼in (amid)/2in (edges) abreast barbettes & over boiler rooms & 1½in over engine rooms; main deck ends outside citadel 3¼in (fwd)/3in (aft); middle deck inside citadel 3½in (over machinery spaces)/5in (over magazines & outside citadel 1¼in (aft); lower deck outside citadel 3in (stem)/1in (fwd)/2½–3in (aft over steering gear). Longitudinal bulkheads 2in closed by bulkheads 2in. Turrets 13in (faces)/11in (sides & rears)/5in (crowns)/3–5in (floors), barbettes 6–10in (above main deck)/4in (below main deck). CT 3in (face & sides)/2in (rear) with tube ¾in, aft LA.DCT 6in (sides)/2in (rear)/3in (crown). Externally bulged.
Armament: Eight 15in (4×2), eight 6in (8×1), eight 4in AA (4×2), thirty-two 2pdr AA (4×8), sixteen .5in AA machine (4×4) guns; three aircraft & catapult.
Complement: 1,124 (..... flag/.....war).

Below: By 1943 the light AA armament of the *Warspite* comprised thirteen 20mm (13×1) guns; and SW.271 RDF was fitted on the foremast, SR.284 on the LA.DCT, AW.286 at the mastheads, and AR.285 on the HA.DCTs. (IWM)





Above: By 1943 the light AA armament of the *Queen Elizabeth* had been increased by four 20mm (2×2) on B turret, six 20mm (6×1) in the bridge wings, two 20mm (2×1) abreast the mainmast, and four 20mm (2×2) on X turret. (U.S. Navy)

inoperative, and the boiler room not repaired, she nevertheless managed to make 21 knots, and was used for bombardment purposes at the Normandie landings in 1944. Further mine damage shortly afterwards put all four screws out of action, but again temporary repairs enabled her to make 15 knots with three screws; and with her worn 15in guns replaced she resumed bombardment duties. Early in 1945 the *Warspite* was paid-off, and ended her active service.

*Queen Elizabeth, Valiant

These two units were reconstructed on lines generally similar to the *Warspite* except that all the 6in and 4in AA guns were removed, and were replaced by a dual-purpose (DP) battery of 4.5in guns twin-mounted in countersunk turrets. The *Queen Elizabeth* was taken in hand at Portsmouth Dockyard in 1937, but at the end of 1940 was moved to Rosyth Dockyard for completion; while the *Valiant* was reconstructed at Devonport Dockyard between 1937 and 1939.

Like the *Warspite* the greatest saving in weight was brought about by new machinery; but to improve sub-division eight boilers were arranged in four boiler rooms, with the uptakes led to a single funnel—positioned a

little farther aft than in *Warspite*—which resulted in more extensive trunking between decks. As the new boilers required far less space, the wing compartments of the boiler rooms were used as generator compartments and auxiliary machinery spaces.

While there was little alteration to vertical armour, horizontal armour was considerably reinforced by the standards of the day generally as in the *Warspite*. All battery side armour had been removed, together with the 6in guns, so that 2in armour was applied to the twin DP turrets that replaced them.

The elevation of the 15in guns was increased to 30deg, but the more significant innovation was the DP secondary armament. The greater threat was more clearly recognised as that from the air, and not from surface

QUEEN ELIZABETH, VALIANT: LEGEND PARTICULARS

Displacement: 31,585 tons (36,565 tons).

Dimensions: 600 (pp)/639¾ except * 643¾ (oa) × 90½/104 (across bulges) ×d/31¼ (34¾ full load) feet.

Machinery: Eight Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 80,000 = 24 (23½ full load) knots.

Bunkers & radius: 3,393 except * 3,366 tons, 13,500nm @ 10 knots.

Protection: As in *Warspite*.

Armament: Eight 15in (4×2), twenty 4.5in DP (10×2), thirty-two 2pdr AA (4×8), sixteen .5in AA machine (4×4) guns; three aircraft & catapult.

Complement: 1,124 (..... flag/.....war).

torpedo attack; and therefore a reduction in calibre which enhanced air defence, but was still capable of warding-off attacking flotilla vessels, was acceptable. The new battleships could absorb the heavier 5.25in DP gun, but as too few could be mounted in the older units being reconstructed they had to adopt the lighter 4.5in DP gun; and—with the benefit of hindsight—it cannot be said that they suffered in consequence. The 4.5in guns were arranged in twin turrets grouped three forward on the fo'c'sle deck, and two aft on the upper deck, on each side; and as each group was at one level, some blast effect was experienced on fine bow and quarter bearings at low angles of elevation. Control arrangements were much improved by the provision of four HA/LA.DCTs: two forward on the bridge aft of the LA.DCT, and two on the aft superstructure, and all with excellent sky arcs. The light AA armament was the same as in the *Warspite*: four multiple 2pdr mountings grouped around the funnel, and four multiple .5in machine guns on the roofs of B and X turrets.

A tower bridge replaced the former open bridgework; and hangars and an athwartship catapult were installed aft of the funnel. Rigging originally

comprised a tripod foremast and a pole mainmast; but the *Queen Elizabeth* was finally completed with a tripod mainmast as well, and the *Valiant* was not similarly altered until 1945. They were fitted with SB.273 RDF on the foremast, SR.284 on the LA.DCT, AR.285 on the HA/LA.DCTs, AW.291 at the mastheads, and interrogator (IFF) RDF.

Additional light AA guns started to be added soon after entering service; and single 20mm AA guns were added on the roofs of A and Y turrets, and at the stern, in *Valiant*. Later, the multiple machine guns were replaced by 20mm AA guns; and with the removal of aircraft and catapult in 1943 the light AA armament could be further augmented, so that finally fifty-two 20mm AA (26×2) were shipped.

Both units were extensively damaged when attacked by Italian frogmen at Alexandria in 1941; and although eventually repaired and returned to service, for a period the *Valiant* operated with only two screws, and could only make 20 knots. By the end of the war displacement had risen to 32,646 tons (37,622 tons full load) at 32ft (35½ft full load) draught.

“Royal Sovereign” class: ††RAMILLIES, †RESOLUTION, *REVENGE, †ROYAL OAK, ROYAL SOVEREIGN.

With this class a return was made to the more measured progress of battleship development, and they are best viewed as 15in gun versions of the “Iron Duke” class. A proposed sixth unit—the *Resistance*—was cancelled soon after the start of the First World War.

As all earlier dreadnought battleships were excessively stiff, and made poor gun platforms, the design was deliberately cast to reduce the metacentric height (GM); and on the same length as the *Iron Duke* the *Royal Sovereign* had 1½ft less beam, and 2½ft more draught. Consequently, she was far steadier at the cost of reduced stability; and to compensate for this the principal armoured deck was raised from the middle to the main deck—so that it was well above the waterline—while its outboard edge was sharply sloped down to the bottom edge of the belt.

Coal firing was originally proposed, so as not to be dependent on foreign oil supplies, for a speed of 21 knots, which was uniform for battle squadrons at the time. Soon after the outbreak of the First World War, at the instigation of Admiral Fisher, the ships were altered to oil burning, which greatly facilitated bunkering, besides increasing speed by about 2 knots. The “Royal Sovereign” class principally differed from the “Iron Duke” class by:—

- (a) having a main armament of 15in guns which, as in the “Queen Elizabeth” class, entailed sacrificing the amidships (Q) turret;
- (b) as a result of omitting Q turret, having the fo'c'sle deck extended well aft, and the 6in gun battery more advantageously sited amidships, where it was drier, and had a better command.
- (c) having all the boiler uptakes led to a single funnel; and
- (d) stepping a pole mainmast.

Protection was arranged on generally the same lines as the *Queen Elizabeth* except that—as noted above—the armoured deck was raised, there was more armoured freeboard, and the main belt had a uniform thickness of 13in, with no taper to the top and bottom edges, and was continued to the stem by thin 1in plating. At the time the class was building bulge protection against torpedoes was introduced, and the *Ramillies* was provided with shallow bulges prior to launching. As only the forward 6in gun on each side of the battery could bear directly ahead, two additional guns were mounted on the fo'c'sle deck to supplement bow fire, and shortly after completion flying-off platforms were added on the roofs of B and X turrets for operating spotter/reconnaissance aircraft. The *Revenge* was the only unit fitted with a stern walk.

In the period between the wars the following modifications were effected during the course of routine refits:

- (a) bulges were fitted (deep bulges in the *Ramillies* and *Royal Oak*);



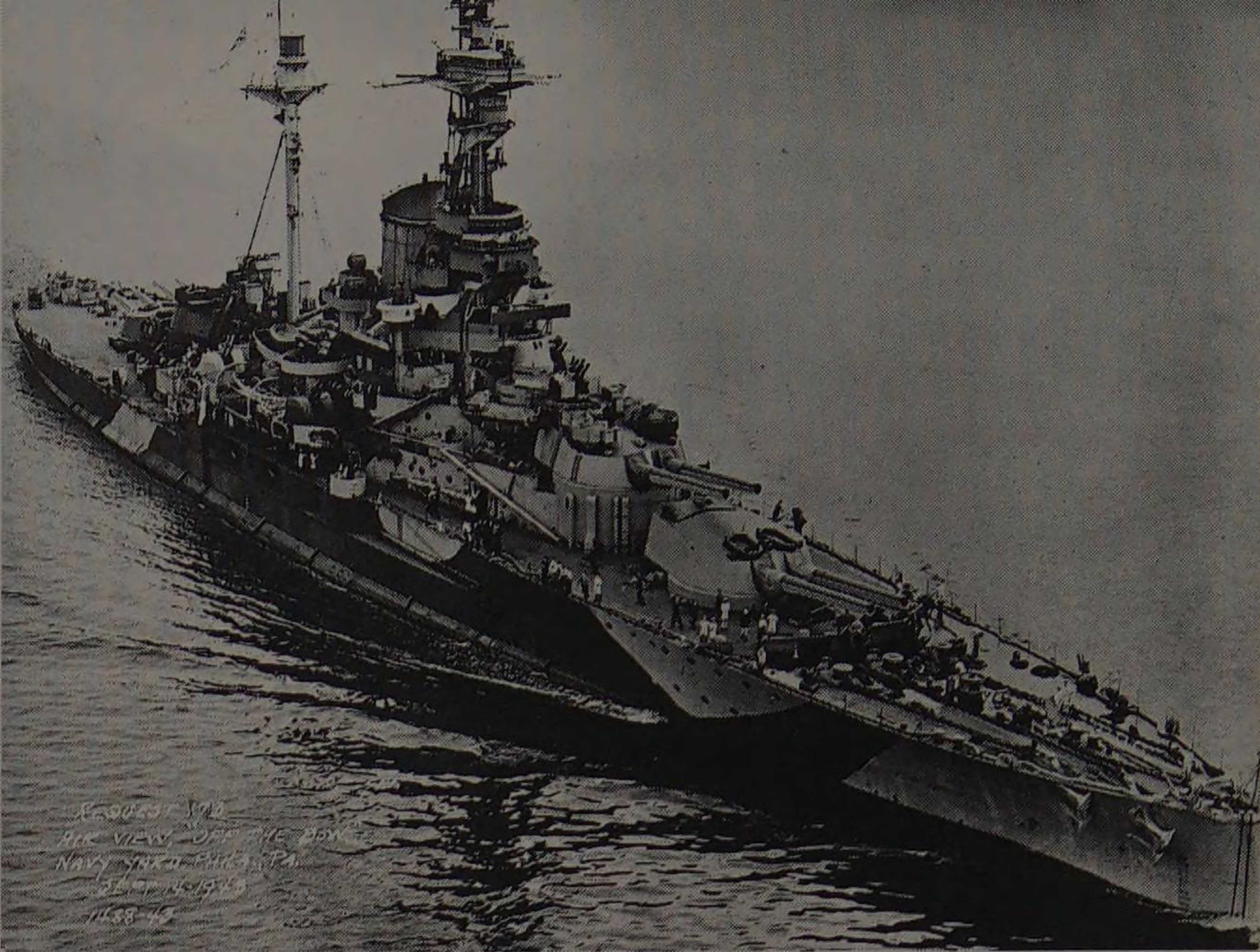
Above: As the *Resolution* still carried an aircraft and catapult on X turret in 1942, the additional multiple 2pdr AA (1×8) mounting had to be placed at the stern instead of on the turret. Note HA.DCTs at head of the foremast, and on the aft side of the mainmast; and standard range of warning and ranging RDF. (IWM)

- (b) the 12pdr AA were replaced by 4in AA guns, and the fo'c'sle deck 6in guns removed;
- (c) flying-off platforms were removed and replaced by a catapult (not in *Revenge*) on X turret, except in the *Royal Sovereign* where it was sited at the stern, together with an aircraft crane.
- (d) all submerged torpedo tubes were removed except in *Revenge* which retained one pair;
- (e) the heavy AA armament was increased to four 4in guns, and two multiple 2pdr AA mountings were added abreast the funnel;
- (f) two HA.DCTs were fitted, one forward at the head of the foremast, and one aft, and in the *Ramillies*, *Resolution*, and *Royal Oak* a tripod replaced the pole mainmast to carry the after HA.DCT, which was mounted on the after superstructure in the *Revenge* and *Royal Sovereign*;
- (g) progressive additions were made to the bridgework which finally differed in detail one from another, and clinker screens were fitted to the *Resolution* and *Revenge*; and
- (h) twin mountings replaced the single 4in AA guns.

For experimental purposes the *Royal Oak* had four above-water torpedo tubes installed forward, and the *Resolution* a prototype counter-sunk turret mounting two 4in AA guns shipped in the starboard forward position. The turret was later adopted for the *Repulse* (with twin 4in guns), and the *Queen Elizabeth*, *Valiant*, *Renown*, and the armoured aircraft carriers (with 4.5in guns). Both these experimental installations

“ROYAL SOVEREIGN” CLASS: LEGEND PARTICULARS

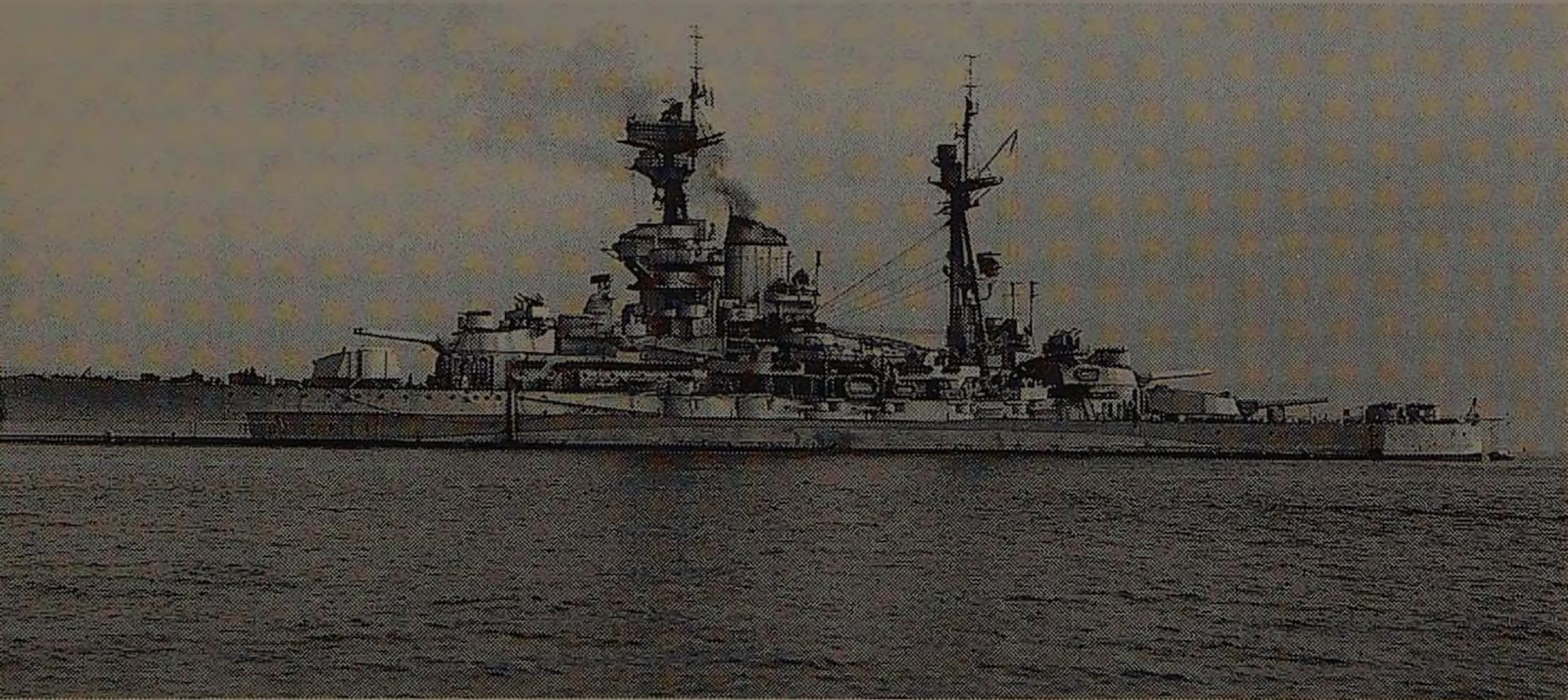
Displacement: 29,150 tons (33,500 tons full load).
Dimensions: 580 (pp)/620¾ except * 624¼ (oa) × 88½/101½ except † 102½ (across bulges) × 28¼ (32¼ full load) feet.
Machinery: Eighteen Babcock & Wilcox except ‡ Yarrow water-tube boilers (235lb/in²), four shafts, Parsons turbines SHP 40,000 = 22 (21 full load) knots.
Bunkers & radius: O.F. 3,110 tons + 120 tons G.O., 4,200nm @ 10k.
Protection: Main belt amid 13in & upper belt 6in closed by bulkheads 6in, ends 4–6in closed by bulkheads 4in, forward (outside citadel) 1in, battery 6in closed by bulkheads 4in. Funnel casings & uptakes 1in (below fo’c’sle deck)/1½in (above fo’c’sle deck). Fo’c’sle deck ¾–1in around B barbette & 1in over battery, upper deck 1–1½in around B & X barbettes & 1–1¼in over battery, main deck 2in (outboard flat strake & slopes) abreast magazines & machinery spaces & 1in (fwd/inboard strakes amid/aft), middle deck 2in (aft) & 3–4in (flat)/4in (slopes) over steering gear, lower deck 2½in (stem)/1in (fwd). Longitudinal bulkheads 1in (top & bottom edges)/1½in closed by bulkheads 1½in. Turrets 13in (faces)/11in (sides & rears)/4¼in (crowns)/3–5in (floors), barbettes 7–10in (above main deck)/4–6in (below main deck). Fwd CT 11in (sides)/3in (hood) where exposed & 6in (face & sides)/3in (rear) above fo’c’sle deck & 1in (below fo’c’sle deck) with tube 6in (above upper deck)/4in (above main deck)/1in (below main deck), aft CT 6in (sides)/2in (hood) with tube 4in, LA.DCT 6in (sides)/3in (crown). Externally bulged.
Armament: Eight 15in (4×2), twelve 6in (12×1), eight 4in AA (4×2), sixteen 2pdr AA (2×8) guns; two 21in (fixed & submerged—10 torpedoes—in * only) T.T.; one aircraft & catapult (in *Resolution* & *Royal Oak* only).
Complement: 1,009 (1,146 flag/..... war).



Above: Alterations to the armament of the *Royal Sovereign* by 1943 included the removal of the two forward 6in guns on each side; thirty-two 2pdr AA (4×8) were added on B turret, abreast the funnel on each side, and on X turret, twenty-eight 20mm AA (10×2 and 8×1) being disposed overall. In addition SW.271 RDF was added on the mainmast, SR.284 on the LA.DCT, AW.286 at the mastheads, and AR.285 on the HA.DCTs. (Admiralty)
Below left: In 1944 the light AA armament of the *Ramillies* had been strengthened to thirty-two 2pdr AA (4×8) and seventeen 20mm AA (17×1) guns. (IWM)

were removed before the outbreak of war, together with the aircraft and catapult from the *Ramillies* and *Royal Sovereign*; while shortly after hostilities started clinker screens were added to the funnels of the remaining three units.

It was decided not to modernise the class on the grounds that they were smaller and slower—and were so less adaptable—than the preceding “Queen Elizabeth” class. The more feasible reason was that even if funds were forthcoming industry could not cope with this extra work load, and its time was better utilised in working on the new “King George V” class. Had war not intervened the class would have been withdrawn from service on the completion of the new battleships, but war broke out before this could be accomplished.



With their weak AA defence and inadequate deck protection these ships could not be exposed to heavy air attack or to a long-range surface engagement; and their employment was hampered by these material deficiencies. Their retention, however, was vital to contain, numerically, the German and Italian battlefleets in the opening years of the war; and even more so after the Japanese entry into the conflict, with the American battlefleet temporarily *hors de combat*. It will be recalled that 1941 was a year in which the Royal Navy was particularly beset by loss and heavy damage to capital units.

Only limited war modifications were undertaken, and these comprised the addition of warning and gunnery control RDF, and augmenting the light AA armament. Multiple 2pdr AA mountings were added on the roofs of B and X turrets, except in *Ramillies* which had the aft mounting at the stern while she retained the catapult on X turret; and generally about twelve/sixteen 20mm AA were mounted. The elevation of the 15in guns was increased to 30deg only in *Resolution* in 1941/42; while the *Ramillies* and *Royal Sovereign* had the forward two 6in guns on each side removed in 1943/44. The RDF installation was standard: SB.273 on the mainmast, SR.284 on the forward LA.DCT, AR.285 on the HA.DCTs, AW.286 at the mastheads, and an IFF responder. Prior to her transfer to the Soviet Navy in 1944 the *Royal Sovereign* had her light AA armament further strengthened to thirty-two 20mm AA (10×2/12×1) guns.

In mid-1944 the *Resolution* and *Revenge* were paid-off into reserve, and were joined later in the year by the *Ramillies* after a final spell of employment as a bombarding ship for the Normandie landings.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .../13							
05	ROYAL SOVEREIGN	Portsmouth Dockyard	Parsons (Wallsend)	15. 1.14	29. 4.15	 5.16	Soviet Navy ARCHANGELSK (1944/49); sold T W Ward 5/4/49, arrived Inverkeithing 18/5/49 for scrapping.
06	REVENGE ex- <i>Renown</i>	Vickers (Barrow)	Vickers (Barrow)	22.12.13	29. 5.15	 3.16	Sold T W Ward .../48, arrived Inverkeithing 5/9/48 for scrapping.
07	RAMILLIES	Beardmore (Dalmuir)	Beardmore (Dalmuir)	12.11.13	12. 9.16	 5.17	Completed Cammell Laird (Birkenhead); sold Arnott Young 20/2/48, arrived Cairn Ryan 23/4/48 for stripping & Troon .../10/49 for scrapping.
08	ROYAL OAK	Devonport Dockyard	Hawthorn Leslie (Hebburn)	15. 1.14	17.11.14	 5.16	Torpedoed German submarine U.47 Scapa Flow.
09	RESOLUTION	Palmers (Hebburn)	Palmers (Hebburn)	29.11.13	14. 1.15	 8.16	Sold Metal Industries 5/5/48, arrived Faslane 13/5/48 for scrapping.
	RESISTANCE	Devonport Dockyard	.....	.....	.....	.....	Cancelled 26/8/14.

“Renown” class: RENOWN, REPULSE.

Following the outbreak of the First World War all battleship construction—except for those units that were well advanced—was cancelled, because of the mistaken belief that hostilities would only be of a short duration, and that the maximum effort would be better diverted to those ships which could be completed in time to participate in the war. This edict did not remain in force long, but resulted in the cancellation of the 1914 battleship programme—the *Agincourt* (“Queen Elizabeth” class) and the *Resistance*, *Repulse*, and *Renown* (“Royal Sovereign” class)—while work continued with the 1913 battleship programme (five “Royal Sovereign” class), all of which were in frame.

With the return of Admiral Fisher as First Sea Lord in 1914, this champion of the battlecruiser was not slow to take full advantage of the success this type enjoyed in the Falkland Islands engagement to press for further construction in this category. Permission was secured to build two battlecruisers, and the cancelled contracts for the *Renown* and *Repulse* were rescinded; but the order for the latter was transferred to Fairfield as Palmers—the original contractor—could not accommodate the longer hull. Although neither ship had been laid down as a battleship, some material had been assembled towards their construction; and as this could be utilised it resulted in the allusion that they were modifications of the *Royal Sovereign*, whereas they were built to a completely fresh design. They were scheduled for completion in 15 months so as to be in service before the first “Royal Sovereign” class, and although they did not meet this target they were built in 20 months—a most creditable performance—but were beaten into commission by the *Revenge*.

The principal design parameters were for a main armament of 15in guns, a speed of 32 knots, and protection on the same scale as the *Indefatigable* (1908 Programme), all on a limiting draught of 26ft for amorphous Baltic operations which were never divulged. Every expedient was used to speed construction. The ships were laid down before the final plans had been completed, they were given the same machinery as the *Tiger* (1911 Programme) but with three more boilers for increased output, the main armament was arbitrarily determined by the availability of only three 15in turrets for each ship, instead of the secondary armament being arranged in a battery it was mounted on the superstructure in open shields and reverted to 4in guns, and a modified form of bulge protection was incorporated so that the design was a combination of both current and outmoded features.

The meagre scale of protection comprised a narrow 6in belt, tapering to 4in forward and 3in aft, closed by 3–4in bulkheads; and an armoured main deck sloped down to meet the bottom edge of the belt. The main deck was 1in (flat)/2in (slopes) over the boiler rooms, and was increased to 2in over the magazines, and 3in over the engine rooms. Outside the citadel there was a 2½in deck to the stem, and a 3½in deck to the stern, at lower deck level. Above the main deck there was 1½in side plating to the fo’c’sle deck, and thin upper and fo’c’sle decks of varying thicknesses, but generally under 1in. The turrets had 11in faces, and were mounted on 7in barbettes, which thinned to 4in where they descended behind main belt and inner armoured bulkheads. The bulges were an integral part of the hull

structure, were brought well inboard to restrict beam, and were positioned under the slope of the armoured deck. They were thus essentially different from other bulge protection fitted at the time, which was an appendage of the hull. As a result of the Battle of Jutland, where British battlecruisers suffered disastrously, additional protection was worked-in over the magazines while the ships were fitting-out.

As originally armed the *Renown* and *Repulse* carried six 15 guns in twin turrets; seventeen 4in in single mountings on each side of the forward shelter deck, on triple mountings on each side aft of the bridge, and in centreline triple mountings aft (one forward and two aft of the mainmast); two 12pdr AA guns abreast the after funnel; and two 21in submerged torpedo tubes forward. Flying-off platforms were added to B and Y turrets in 1917/18. At first the funnels were of equal height, but initial trials showed the advisability of raising the fore funnel 10ft.

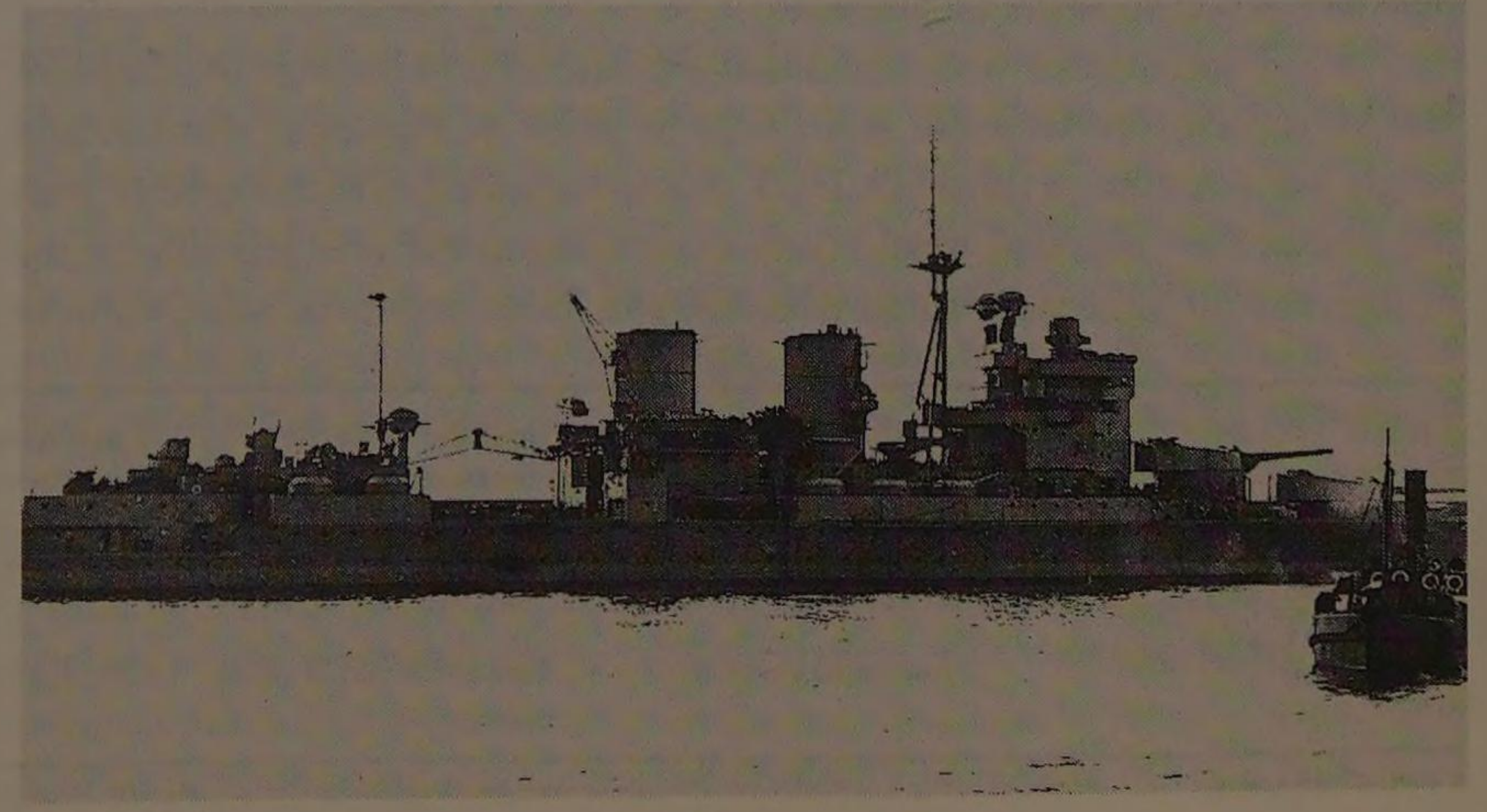
The two ships joined the fleet shortly after Jutland, and with this action still fresh in the mind it was not surprising that their flimsy protection was viewed with considerable misgiving. On the recommendation of the C-in-C Grand Fleet (Admiral Jellicoe) they were immediately taken in hand to have their deck armour strengthened. These two otherwise satisfactory vessels had two mitigating features: they proved good seaboats, and hence steady gun platforms, and they had no difficulty in making their designed power and speed. It was these features, rather than their military qualities, that resulted in their retention post-war, coupled with their attractive appearance.

Repulse

Some improvement to vertical protection was made while under refit in 1919/20. The main belt was increased in thickness to 9in, and above it an upper 6in belt was added. The main belt could not be extended below the waterline as its bottom edge rested on the bulge; and although the extra armour increased the displacement/draught by about 1,600 tons/1¾ft, only about 2ft of the belt was submerged. Minor alterations to armament were effected: the single 4in on the forward shelter deck were replaced by 12pdr AA (2×1) guns, and the submerged torpedo tubes by eight mounted in pairs on the upper deck amidships and aft.

Alterations on a large scale were carried out by Portsmouth Dockyard between 1934 and 1936. These included installing a large hangar, an athwartships catapult, and cranes abaft the aft funnel, which entailed the removal of No. 3 triple 4in mounting, and the flying-off platforms were taken out; the 12pdr AA guns were removed, and the AA armament was strengthened to six 4in (6×1), sixteen 2pdr (2×8), and eight .5in machine (2×4) guns, with HA.DCTs placed at the foremast head and on the after superstructure; and fairly extensive additions were made to the superstructure between the bridge and the hangar. The hangar could accommodate three aircraft, and a fourth could be carried on the catapult. The 4in AA guns were sited abreast the fore funnel at fo’c’sle deck level, abreast the aft

Below: Except for a main armament of six 15in guns, and a somewhat similar profile, the former sister ships *Repulse* (left) and *Renown* (right) had little else in common following their final pre-war refits. (G. A. Osbon)





Above: The *Repulse* in 1940 with SW.272 RDF at the head of the mainmast, and AR.284 on the LA.DCT; but with no apparent additions to the light AA armament. (IWM)

REPULSE: LEGEND PARTICULARS

Displacement: 32,000 tons (37,400 tons full load).
Dimensions: 750 (pp)/794¼ (oa) × 87/90 (across bulges) ×d/27 (31¼ full load) feet.
Machinery: Forty-two Babcock & Wilcox water-tube boilers (250lb/in²), four shafts, Brown-Curtis turbines SHP 112,000 = 28½ knots.
Bunkers & radius: O.F. 4,245 tons, 3,650nm @ ...k.
Protection: Main belt amid 9in & upper belt 6in closed by bulkheads 4in, ends 4in (fwd)/3in (aft) closed by bulkheads 4in (fwd)/3in (aft), main & upper deck sides 1½in. Funnel casings & uptakes 1in. Fo’c’sle deck ½in (fwd)/¾in (abreast barbettes)/1in (over machinery spaces) with outboards strakes amid 1½in, complete upper deck ½in, main deck ¾in (fwd)/2in (over fwd magazines)/1in (flat)–2in (slopes) over boiler rooms/3in (flat)–2in (slopes) over engine rooms/2in (over aft magazine)/3½in (over steering gear). Turrets 11in (faces)/7in (sides)/ ...in (rears)/...in (crowns)/...in (floors), barbettes 4–7in. CT 10 (sides)/6in (floor) on support 3in (fwd)/2in (sides)/2in (aft) with tube 2in, DCT 6in (face)/3in (rear). Externally bulged.
Armament: Six 15in (3×2), nine 4in (3×3), six 4in AA (6×1), twenty-four 2pdr AA (3×8), eight .5in AA machine guns (2×4) guns; eight 18in (4×2 fixed) T.T.; four aircraft & catapult.
Complement: 1,260 (1,309 war).

funnel on the hangar roof, and on the after superstructure; while the multiple 2pdr and multiple machine gun mountings were also at hangar roof level, but abreast the fore funnel.

No weight was surrendered to compensate for these considerable additions, so that the displacement/draught were correspondingly increased by about 2,700/2¼ft, together with some loss of stability. There was a further reduction in speed—which had dropped to 30 knots after the first refit—to about 28½ knots. Later, twin 4in countersunk turrets (first fitted in the *Resolution*) temporarily replaced the single 4in AA guns aft, and the superimposed triple 4in mounting aft was replaced by a multiple 2pdr AA mounting.

War modifications were on a minor scale, and comprised the addition of fifteen 20mm AA (15×1) and two more multiple machine guns; and SB.273 RDF was added on the mainmast, SR.284 to the forward LA.DCT, and possibly AW.286 at the mastheads.

An armament refit was scheduled for late in 1941 when the *Repulse* was to receive fourteen 4in AA (7×2) in place of the triple 4in LA and single 4in AA guns, a third HA.DCT was to be added, which together with the unit at the masthead would have been winged-out on each side of the bridge, and all three were fitted with AR.285 RDF; and three Mk. IV direc-

tors fitted with AR.282 provided for the multiple 2pdr mountings. This proposal was never implemented, and whether such an improved AA defence would have saved the *Repulse* is debatable: what is certain is that without it she could not withstand the heavy air attack to which she was later exposed.

Renown

When refitted in 1923/26 more attention was paid to improving the protection against air and torpedo attack than for surface action. Although the main waterline belt was thickened to 9in (as in the *Repulse*) the upper belt was not fitted; and instead the main, upper, and fo’c’sle decks over the magazines and machinery spaces were strengthened; and additional shallow bulges were fitted. The fo’c’sle deck was increased to 2in, the upper deck to 1½in, and the main deck to 2½in on the flat and slopes. The AA armament was made up to four 4in (4×1) guns; and the amidships triple 4in mounting was replaced by a training catapult, with provision for two aircraft. These additions of about 1,200 tons increased the draught by under 1ft.

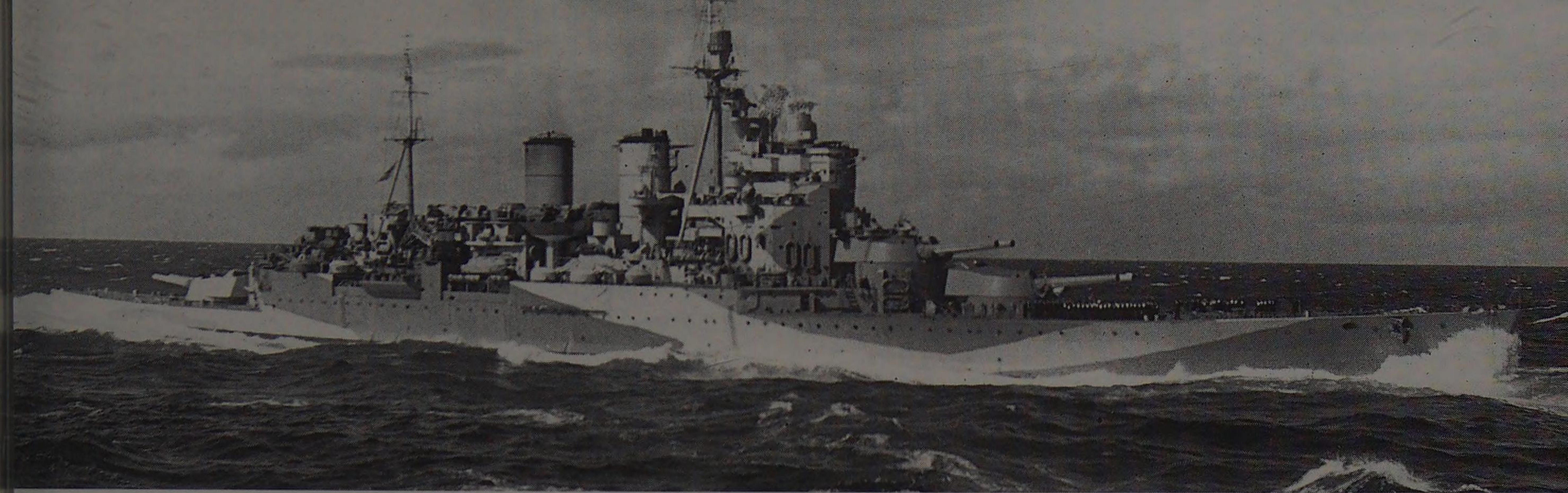
Following the completion of the *Repulse*’s second refit, Portsmouth Dockyard then took this ship in hand for reconstruction. As with the *Queen Elizabeth* and *Valiant* the provision of new machinery, etc. led to the saving in weight of some 2,800 tons, which was about evenly distributed between armament and protection.

A completely new superstructure was built up with the tower bridge placed closer to B turret, and farther away from the fore funnel to clear fumes; a large hangar amidships; and the shelter decks extended to the ship’s side to accommodate the secondary DP turrets. The elevation of the 15in guns was increased to 30deg, and the forward LA.DCT was carried high on the bridge, while a second LA.DCT was established aft. The secondary turrets were disposed three forward and two aft on each side, and each group was controlled by its individual HA/LA.DCT mounted on the bridge and after superstructure. A multiple 2pdr AA mounting was placed on each side of the hangar roof between the funnels, and a third mounting was placed on the centreline aft.

The reduced space required by the new machinery enabled No. 1 boiler room to be eliminated and No. 2 boiler room to be halved in size to accommodate auxiliary boilers for port use, and the engine room was also short-

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 29/12/14							
34	REPULSE	J Brown (Clydebank)	J Brown (Clydebank)	25. 1.15	8. 1.16	18. 8.16	Bombed & torpedoed IJN aircraft South China Sea 10/12/41.
72	RENOWN	Fairfield (Govan)	Cammell Laird (Birkenhead) (1)	25. 1.15	4. 3.16	20. 9.16	Sold Metal Industries 19/3/48, arrived Faslane .../48 for scrapping.

(1) Re-engined.



Above: Following the removal of her aircraft the *Renown* had boat stowage moved from the hangar roof to the former flight deck, which enabled the light AA armament to be considerably strengthened. (IWM)

ened. The space so saved at each end was utilised as large magazines for the 4.5in and 2pdr guns, and also allowed the funnels to be positioned slightly farther aft than in the *Repulse*. A tripod rig was adopted with masts stepped fore and aft.

The philosophy towards protection adopted in the first refit was taken a stage further during reconstruction when horizontal armour was considerably reinforced, with hardly any addition to the vertical protection. All thin armour on the fo'c'sle and upper decks was abandoned; while complete armoured decks were fitted between the outer armoured bulkheads at main deck level, and from stem to stern at lower deck level. Working from forward to aft deck armour totalled 2½in at the stem, 6in forward, 8in over the forward 15in magazines and shell rooms, 7in over the forward AA maga-

zine and shell rooms, 6½in over the boiler rooms, 6in over the engine rooms, 7in over the after AA magazine and shell rooms, 8in over the after 15in magazine and shell rooms, 4½in aft, and 3½in + 1in over the steering gear at the stern. By the standards of the day it was robust protection, and while it was not matched in total thickness by later battleships, the single heavy deck of the latter was considered superior to the cumulative greater thickness in the *Renown*.

At main deck level the armour on A and B barbettes was increased from 4in to 6in on the side arcs as they were not protected by an upper belt as in the *Repulse*. Box citadels were built around secondary turret bases, with 2in armour on the shelter deck sides and inboard screens, and on the shelter decks as well; and the turret crowns were similarly plated. Over their respective quadrants the secondary turrets, and their HA/LA.DCTs, had wide and clear arcs of fire. As in the *Repulse*, the submerged torpedo tubes were replaced by four pairs of tubes mounted amidships and aft on the upper deck, with 2½in armour placed round the discharge ports.

Initial war modifications included the addition of SW.272 RDF on the foremast, SR.284 on the forward LA.DCT, AR.285 on the HA/LA.DCTs, AW.286 at the mastheads, and an interrogator (IFF); and about six/eight 20mm AA guns. With the removal of aircraft in 1943 boat stowage could be moved from the superstructure to the flight deck, so that further space and weight became available to augment the light AA armament. A total of sixty-four 20mm (20×2/24×1) guns was finally shipped, but in 1944 a quadruple 2pdr replaced the two twin 20mm mountings on B turret.

The *Renown* was generally considered the best of the reconstructions despite her thin side and turret armour, and following the loss of the *Hood* she remained the fastest British capital unit for the rest of the war. When the "King George V" class battleships were deployed to the Far East in 1945, the *Renown* returned to the U.K. so as to have at least one fast heavy unit in Home waters. However, as all the German armoured ships were either sunk, or out-of-service, she was paid-off into reserve, where most of her heavy AA guns were removed for installation in fleet carriers under construction.

RENOWN: LEGEND PARTICULARS

Displacement: 31,988 tons (37,411 tons full load).

Dimensions: 750 (pp)/794¼ (oa) × 87/102¾ (across bulges) ×d/27 (31¾ full load) feet.

Machinery: Eight Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared trubines SHP 120,000 = 29 knots.

Bunkers & radius: O.F. 4,289 tons,nm @ ...k.

Protection: Main belt 9in closed by bulkheads 4in, ends 4in (fwd)/3in (aft) closed by bulkheads 4in (fwd)/3in (aft). Funnel casing and uptakes ...in. Upper deck outboard strake amid 1½in, main deck 3in (fwd)/4–5in (over fwd magazines)/2½in (flat & slopes over machinery spaces)/4–5in (over aft magazines)/2½in (aft), lower deck 2½–3in (fwd)/2–4in (over fwd magazines)/4in (over boiler rooms)/3½in (over engine rooms) /2–4in(over aft magazines)/3½in + 1in (over steering gear). Turrets 11in (faces)/7in (sides)/...(rears)/...in (crowns)/...in (floors), barbettes 4–7in, secondary turrets 2in (box citadels & crowns). Fwd DCT ...in, aft DCT ...in, CT ...in with tube ...in. Externally bulged.

"Admiral" class: HOOD.

The design of this class was first drawn-up in 1915 to counter the 15in gun German battlecruisers—four units of the "Mackensen" class—which were known to be under construction, and the final draft was for vessels of 36,500 tons, armoured on the same scale as the *Tiger* (1911 Programme), with a speed of 33 knots, and armed with eight 15in (4×2) and sixteen 5.5in (16×1) guns.

Owing to their length a lack of suitable berths held up orders, which were not placed until early 1916, and as a consequence little work had been carried out by the time the Battle of Jutland took place. This engagement clearly showed the value of armour for battlecruisers; so the design was recast to incorporate some 5,000 tons of additional protection, which increased draught by about 3ft and reduced speed by 2 knots. There-

after, work proceeded slowly; and when it was learned that construction had ceased on three of the German units in 1917, the orders for the *Anson*, *Howe*, and *Rodney* were cancelled, and only the *Hood*—which was more advanced—was completed.

Because of the *Hood*'s great length her shell plating—like that of the *Renown* and *Repulse*—had to be substantial to meet strength requirements, and amidships comprised 1½in plating up to the main deck, with 2in above that, and 1in for the ends. The main belt was 12in thick, and the upper belt was 7in, between the end barbettes, with 5in on the upper deck side between A barrette and the break of the fo'c'sle. The belts were closed by single or double armoured bulkheads at each end; and 12in armour was applied to the barbettes above, and 6in below, the weather decks. The armoured sides had a prominent flare over their whole length, which improved protection by increasing the obliquity of impact of shell on it.

Horizontal protection was stronger than in contemporary battleships (“Queen Elizabeth” and “Royal Sovereign” classes), but was spread over four decks. Working from forward to aft thicknesses totalled 1in at the stem, 2–3½in forward, 6½–7¼in over the forward 15in magazines and shell rooms, 5½in over the forward 5·5in magazines and shell rooms, 3¾–4¼in over the machinery spaces, 6¼–7¾in over the after 5·5in magazines and shell rooms, 6¼–7in over the after 15in magazines and shell rooms, 3in aft, and 3in over the steering gear at the stern. The deep bulges were fitted externally, and inboard there was a ¾in longitudinal bulkhead, both extending between the end barbettes.

Although the same weight of machinery was installed as in the *Renown*, the output was increased by adopting small-tube boilers with an improved steam capacity. Boiler uptakes were led to two large and well-proportioned funnels, and tripod masts were stepped fore and aft. Special interest was attached the electrical installation as the *Hood* was the first Royal Navy ship with an AC supply. She was fitted with eight 200kW turbo-generators supplying current at 220V, each having slip rings in addition to its commutators so that an alternative AC supply of 200kVA at 135V 25Hz was available for powering the pumps that drained flooded compartments. The pumps and eductors fitted for this purpose had a total capacity of 20,000 tons/hr.

The 15in guns were given 30deg elevation, and the superstructure was not extended to meet the inner barbettes—as in contemporaries—so that they stood isolated on deck; while flying-off platforms were placed on the roofs of B and X turrets. The secondary armament was placed on the fo’c’sle deck, and was devoid of all protection except for splinter shields to the guns; but it could be worked in practically any weather. While the ship was fitting-out the two after guns on each side were considered superfluous, and not mounted; and an AA armament of four 4in (4×1) guns was substituted on the superstructure deck aft. The secondary guns were of a new 5·5in calibre, and had hand-worked single guns continued to be fitted this weapon may well have supplanted the long established 6in gun as the secondary

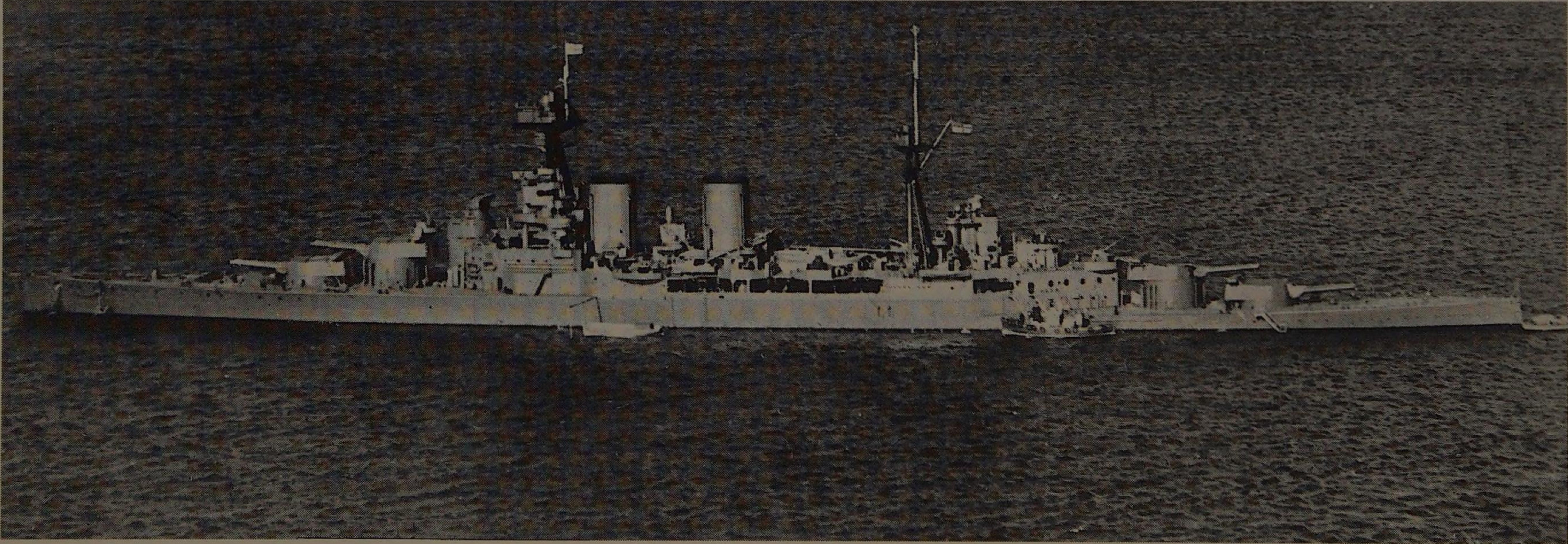
Below: In late 1940 the *Hood* still lacked any radar for warning and ranging purposes. (Admiralty)



Above: Amidships close-up of the *Hood* showing all 5·5in guns removed, rocket launchers on B turret and abreast the conning tower, multiple 2pdr AA (2×8) mountings abreast the fore funnel, amidships twin 4in AA mountings with rocket projectors in between, and ports for above water torpedo tubes (extreme right) whose retention probably caused her loss. (IWM)

gun for capital ships, and the main gun for light cruisers, owing to its superior performance. Two submerged torpedo tubes were fitted forward, and a pair on each side aft on the main deck.

As a result of deeper immersion, and reduced freeboard, more sheer was given to the hull forward and aft to keep the weather decks dry; but the quarterdeck was invariably awash, especially at high speed. Nevertheless, the *Hood* was rated as a good seaboat and steady gun platform, and had no



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 19/4/16							
51	HOOD	J Brown (Clydebank)	J Brown (Clydebank)	1. 9.16	22. 8.18	5. 3.20	Gunfire German battleship BISMARCK North Atlantic 24/5/41.
....	HOWE (i)	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	16.10.16	.....	.....	Cancelled 17/3/19 & scrapped on slip.
....	RODNEY (i)	Fairfield (Govan)	Fairfield (Govan)	9.10.16	.....	.....	Cancelled 17/3/19 & scrapped on slip.
Ordered 13/6/16							
....	ANSON (i)	Armstrong Whitworth (Walker)	Armstrong Whitworth (Walker)	9.11.16	.....	.....	Cancelled 17/3/19 & scrapped on slip.

difficulty in making her designed power and speed. Her appearance was unrivalled: she had a pleasing balance and symmetry which no other capital ship ever quite captured.

During the 1929/31 refit the after flying-off platform on X turret was removed, and replaced by a catapult and aircraft handling crane at the stern; and two multiple 2pdr AA (2×8) mountings were added on the superstructure deck between the funnels. The flying-off platform on B turret was removed, together with the catapult at the stern in 1932/33; and two multiple AA machine guns (2×4) were added in the bridge wings, and an HA.DCT on the centreline aft.

In 1939 the AA armament was further augmented when twin 4in mountings replaced the single guns, and were re-sited farther forward—abreast the aft funnel and the mainmast—with HA.DCTs provided on each side of the bridge, another multiple 2pdr mounting (1×8) and its director were placed at the aft end of the superstructure deck, three multiple machine guns (3×4) were added on the after superstructure, the submerged torpedo tubes were taken out, and the after DCT was removed.

The *Hood* was due to undergo complete reconstruction in 1939, but this was prevented by the outbreak of hostilities. By installing new machinery, and removing the forward conning tower and all the 5.5in and 4in guns, some 4,000 tons would have been saved, which would have been equally allocated between increased armament (including aircraft) and protection. As altered she would have generally resembled the *Renown* with a DP battery of sixteen 5.25in (8×2), four multiple 2pdr AA mountings, and a large hangar amidships for aircraft together with an athwartships catapult, and both underwater and horizontal protection would have been considerably strengthened.

Early war modifications included removing the three forward 5.5in guns on each side, and plating-up the openings (the intention was to remove all, but the amidships guns were not taken out until 1940), and increasing the AA armament. Five 7in 20-barrelled rocket launchers were fitted: one on the roof of B turret, and one each side at the fore end (in place of the upper 5.5in gun) and amidships (between the twin 4in mountings) on the superstructure deck; three twin 4in mountings were added at the aft end of the same deck, one on each side, and one on the centreline; and two 20mm (2×1) guns were added on the after superstructure; while some—if not all—the multiple machine guns were also replaced by 20mm guns. Provi-

HOOD: LEGEND PARTICULARS

Displacement: 42,100 tons (46,200 tons full load).

Dimensions: 810 (pp)/860¾ (oa) × 95/105¼ (across bulges) ×d/28½ (31½ full load) feet.

Machinery: Twenty-four Yarrow water-tube boilers (...lb/in²), four shafts, Brown-Curtis turbines SHP 144,000 = 31 (29½ full load) knots.

Bunkers & radius: O.F. 4,000 tons, 6,300nm @ 12k.

Protection: Main belt 12in closed by inner bulkheads 5in, ends 5–6in (fwd)/6in (aft) closed by outer bulkheads 5in, upper belt 7in closed by inner bulkheads 5in (fwd)/9in (aft), ends 5in (fwd & aft) closed by outer bulkhead 5in (fwd), upper deck side 5in closed by bulkheads 10in (fwd)/4in (aft). Funnel casing & uptakes 1in. Fo'c'sle deck 1½in (abreast fwd barbettes)/1¼in (over machinery spaces)/3in (aft), upper deck 2in (fwd)/¾in (abreast fwd barbettes)/¾–2in (over fwd magazines)/1in (over machinery spaces)/2in (over aft magazines)/2in (abreast aft barbettes)/1in (aft), main deck 1in (fwd)/1¼–3in (abreast fwd barbettes)/1¼in (over fwd magazines)/1½–2in (flat)/2in (slopes) over machinery spaces/1½–3in (over aft magazines)/2¼–3in (abreast aft barbettes)/2in (aft), lower deck 1in (stem)/1–1½in (fwd)/2in (abreast fwd barbettes)/2in (over magazines fwd)/2in (over magazines aft)/3in (over steering gear). Longitudinal bulkheads ¾in. Turrets 15in (faces)/11–12in (sides)/...in (rears)/5in (crowns)/...in (floors), barbettes 12in above weather decks/5–6in (fwd) & 6in (aft) below weather decks. CT 10in (face)/9in (sides & rear) on support 7in (face)/6in (sides & rear) above fo'c'sle deck/3in below fo'c'sle deck with tube 3in, DCT 6in. Externally bulged.

Armament: Eight 15in (4×2), twelve 5.5in (12×1), eight 4in AA (4×2), twenty-four 2pdr AA (3×8), twenty 5in AA machine (5×4) guns; four 21in (2×2 fixed) T.T..

Complement: 1,341 (.....flag)/1,420 war).

sion had been made to install SB.273 RDF, AW.279, SR.284, AR.282, and AR.285; but apparently only SR.285 was fitted on the forward LA.DCT, and AW.279. This increased the ship's full load displacement/draught to 48,360 tons/33ft.

Although the *Hood's* loss is generally attributed to the explosion of her torpedoes and/or aft magazines, compounded by her poor material state, when engaged by the German battleship *Bismarck*, this should in no way detract from the commendable accuracy of the latter's gunfire. Before the *Hood* and her consort—the battleship *Prince of Wales*—could manoeuvre to remedy a tactically unfavourable position, the *Bismarck*, in under ten minutes, straddled and hit her with successive salvos.

1921 Battlecruisers

This design is of special interest in that it was so forward-looking for its time, and the legend was drawn-up on the information then available on the American ("Lexington" class) and Japanese ("Agami"/"Owari" class) battlecruisers, all of which were to have high speed and 16in guns.

To secure high speed and a heavy armament together with strong protection—much superior to that contemplated by the U.S.A. and Japan for their ships—it was decided to concentrate the armament forward and the machinery aft, and to adopt the "all-or-nothing" system of protection first introduced by the American battleship *Nevada* in 1912. This meant that all medium and thin armour was discarded, and the weight available for protection was solely distributed on thick belt, deck, and turret armour to preserve flotation and the integrity of the areas vital to fighting efficiency.

The deep belt was angled inboard at 18deg, and covered the turret bases, the machinery spaces, and the magazines aft; and was closed by equally strong armoured bulkheads, and a substantial armoured deck laid flat along the top edge of the belt. Externally, a deep bulge extended over the same area underwater. A submerged armoured deck ran forward from the bottom edge of the belt to the stem, while there was an arched armoured deck aft to the stern. Heavy armour was also applied to the conning tower, but only light protection specified for the LA.DCT and the secondary turrets. A tower bridge replaced the former tiers of bridgework built round the tripod foremast; this offered better support for the control arrangements, and was less subject to blast effect from the 16in guns.

While British practice had long favoured the twin turret for the main armament, it was appreciated that to keep dimensions within reasonable limits (i.e. to suit existing docking facilities) triple turrets would have to be adopted, and also that better protection could be given to three triple than four twin turrets. The main turrets were disposed two forward and one aft of the bridge, and to secure the widest possible arcs for X turret the after superstructure was angled inboard so as to restrict the blind arc across the

1921 BATTLECRUISERS: LEGEND PARTICULARS

Displacement: 48,909 tons (53,909 tons full load).

Dimensions: 820 (pp)/856 (oa) × 106 ×d/32½ (35¾ full load) feet.

Machinery: Twenty water-tube boilers (250lb/in²), four shafts, Parsons SR geared turbines SHP 160,000 = 31½ knots.

Bunkers & radius: O.F. 5,000 tons, 7,000nm @ 16k.

Protection: Main belt 9in (upper edge)/14in (fwd half length)/12in (aft half length)/6in (lower edge) closed by bulkheads 12–5in (fwd)/10–4in (aft). Funnel casing and uptakes 4–5in (front)/12in (sides)/3in (back). Upper deck 1in, main deck 8–9in (over fwd magazines)/4in (over machinery spaces)/7in (over aft magazines), lower deck 3–5–7–8in (fwd)/5–3in (aft)/5in (over steering gear). Longitudinal bulkheads 1¾in. Main turrets 17in (faces)/13in (sides)/9in (rears)/8in (crowns)/...in (floors), barbettes 11–14in, secondary turrets & barbettes ...in/...in. CT hood 5in (face)/3in (sides & crown) with tube 6/2in, CT 10–14in/4in with tube 8in. Internally bulged.

Armament: Nine 16in (3×3), sixteen 6in (8×2), six 4.7in AA (6×1), forty 2pdr AA (4×10) guns; two 24.5in (2×1 fixed) T.T.; two aircraft.

Complement: 1,716.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 21/10/21							
....	Unnamed	Swan Hunter & Wig-ham Richardson (Wallsend)	Parsons (Wallsend)	.....	.....	.....	Cancelled 9/2/22.
....	Unnamed	Beardmore (Dalmuir)	Vickers (Barrow)	.....	.....	.....	Cancelled 9/2/22.
....	Unnamed	Fairfield (Govan)	Fairfield (Govan)	.....	.....	.....	Cancelled 9/2/22.
....	Unnamed	J Brown (Clydebank)	J Brown (Clydebank)	.....	.....	.....	Cancelled 9/2/22.

stern to 40deg. The secondary guns were arranged in twin turrets on the upper deck, two on each side forward and aft, where they had uninterrupted arcs of fire in their respective quadrants. They were carried high enough to be fought in any weather; and with increased elevation could outrange, and maintain a higher rate of fire than, single guns on the broad-side. The forward secondary turrets were mounted close to the bridge so as to augment the arcs of X turret on forward bearings, and to the detriment of their own arcs of fire.

On the bridge was the armoured DCT for the 16in guns, and two DCTs for the 6in guns; and the same arrangement was duplicated aft. With 40deg elevation the 16in guns could range out to the limits of visibility; and provision was made to carry two aircraft to be operated from flying-off platforms on the turrets. For air defence six single 4.7in were provided to counter

high level attacks, supplemented by four multiple 2pdr mountings for low level attacks. The latter was a most effective weapon, and laid a curtain of fire through which attacking aircraft—again, the aircraft of the day have to be considered—could only penetrate at some risk. However, with the cancellation of these ships development of this mounting was not pressed, and six years passed before it was put into production. It was then proposed to fit four of these mountings to all existing capital ships, but the expenditure involved was so reduced in the 1928 Estimates that no more than two could be fitted, with a very limited ammunition allowance.

Although about 2 knots slower than the American battlecruisers, and carrying one less 16in gun than the Japanese units, the British ships with their strong protection were, on balance, the better design, and would have proved far more suitable for modernisation with the passage of time.

1921 Battleships

These battleships would have followed the above battlecruisers into service, and would have generally followed the layout of the latter, but with installed power considerably reduced for a lower speed. They would have been on equal terms with the American “South Dakota” class of 43,200 tons and twelve 16in (4×3) guns, and the proposed Japanese ships of 47,500 tons and eight 18in (4×2) guns.

1921 BATTLESHIPS: LEGEND PARTICULARS

Displacement: 48,500 tons (..... tons full load).
Dimensions: 790 (pp)/820 (oa) × 106 ×d/32½ (.... full load) feet.
Machinery: water-tube boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP = 23½ knots.
Bunkers & radius: O.F. tons;nm @ ...k.
Protection: Main belt 15in (fwd)/13½in (amid)/15in (aft) closed by bulkheads 14/9in (fwd)/14/6in (aft). Main deck 8in, lower deck outside citadel 8in (fwd) closed by 9in bulkhead/6in (aft) closed by 6in bulkhead). Longitudinal bulkheads 2in. Turrets 18in (faces)/14in (sides & rear)/8in (crown)/...in (floors), barbettes 15in, secondary turrets 1in. CT 15in/8in (crown) with 8in tube, CT hood 6in (face)/4in (sides & crown) with 6in tube, DCTs 1in. Internally bulged.
Armament: Nine 18in (3×3), sixteen 6in (8×2), six 4.7in AA (6×1), forty 40mm AA (4×10) guns; two 24.5in (2×1 fixed) T.T.; two aircraft.
Complement:

The Washington Naval Conference

The close of the First World War brought an abrupt halt to capital ship construction in Europe, and while many uncompleted hulls lingered on the stocks there was a general wholesale scrapping of pre-dreadnought and early dreadnought battleships and battlecruisers. This European trend, however, was not followed by the U.S.A. and Japan.

In 1916 the U.S.A. had authorised ten battleships and six battlecruisers, whose construction had been suspended while the war was in progress, but was now to be fully implemented. Less attention had been directed to the naval programme of Japan, which was watching the U.S.A. closely; and when it was known it came as a revelation. Thus, two 16in gun battleships which had been laid down in the closing years of the the war, and were actively building, were to be followed by two larger battleships and four battlecruisers, all similarly armed with 16in guns. When the entire American programme was seen to be under way Japan authorised four more 16in gun battleships, to be followed by four more powerful units armed with 18in guns. Somewhat belatedly, in view of the American and Japanese programmes, the U.K. ordered four 16in gun battlecruisers, with four 18in gun battleships to follow on. Therefore, the 16 American ships were now matched by a similar number of Japanese ships; while the British intention not to be left too far behind was equally clear.

The Japanese vessels became the major concern of the U.S.A. when it was realised that first the last 12 would be considerably superior to their

own ships, and then that domestic opposition to their own programme would result in inevitable cut backs, but this would not necessarily entail any corresponding reduction on the part of Japan. This, then, was the genesis of the Washington Naval Conference called for by the U.S.A., not only to halt an inordinate expenditure on naval armaments, but to recover politically the ground the Americans had lost in the military field. The final outcome of the conference was to:

- (a) fix a 5:5:3:1.75:1.75 ratio in capital ships between the U.S.A., U.K., Japan, France, and Italy;
- (b) place a limit of 35,000 tons and 16in guns on future capital ship construction;
- (c) initially suspend all capital ship construction for the next ten years; and
- (d) bring about the abandonment of the the costly capital ship building programmes.

Of the sixteen American ships only three were completed, while 11 were scrapped, and two others converted to aircraft carriers; of the sixteen Japanese ships two were completed, four scrapped, eight cancelled, and two converted to aircraft carriers; and all the eight British ships were cancelled. In addition, many older battleships and battlecruisers were scrapped to reduce to the agreed ratios. As a concession the U.K. was permitted to build two battleships to compensate for Japan retaining two, and the U.S.A. three, of their latest 16in gun battleships.

“Nelson” class: NELSON, *RODNEY.

Under the terms of the Washington Naval Treaty the Royal Navy was allowed to build two battleships to compensate for the two “Nagato” class retained by the Imperial Japanese Navy, and the three “Colorado” class by the United States Navy, all armed with 16in guns. These ships had either been recently completed, or were nearly so, at the time of the conference; and the reluctance to dispose of them was understandable.

As the new battleships were subject to the treaty limitations of 35,000 tons, the design was a reduced edition of the 1921 battlecruisers; and the affinity between them was very evident. However, to achieve the necessary reduction in weight the machinery output was considerably reduced, the main turrets were re-grouped forward of the bridge, the secondary armament was reduced by two twin turrets and the remainder grouped together well aft, the submerged armoured deck forward was not fitted, and the scheme of protection was modified. By these means it was possible to achieve savings of 15,000 tons in weight, and 150ft in length.

In order to maintain a scale of protection approximating to the 1921 design the belt was made narrower, and the armoured deck slightly reduced in thickness; but on a beam arbitrarily limited to 106ft to fit existing dock accommodation armoured stability had to be provided for an unprotected fore end in the riddled condition. The problem could have been easily resolved by fitting external bulges, except that the increased beam was unacceptable. Therefore, the ship's hull was extended to the fixed limit on beam, the longitudinal bulkhead was placed the required distance inboard—about 25ft—to secure protection against torpedoes, and supported the armoured deck (at middle deck level) which continued outboard to obtain the required armoured beam for stability. The armoured deck terminated some 9ft from the ship's side, where it met the top edge of the main belt, which was angled at 18deg, and was supported on its bottom edge by a strong shelf bracket on the longitudinal bulkhead.

The main belt only covered the side between middle and lower decks (10ft), and was half immersed in the deep condition, and placing it inboard meant that it could be formed of flat armoured plate which was easier—and cheaper—to manufacture and fit. The greatest objection to the narrow belt was that its bottom edge could be uncovered by a small angle or roll, enabling a shot to enter from under the armour. At its fore end the belt was closed by a flat 13in bulkhead projecting up to the main deck, and continuing down to the lower deck by a thinner 9in strake; while aft there was an

11in bulkhead between the middle and lower decks only. Over the magazines forward and aft the middle deck was 6¼in thick, but was reduced to 3in over the machinery spaces. Aft of this, the deck was extended to nearly the stern at lower deck level, was 6¼in thick, and was terminated by a 5in bulkhead to the hull bottom.

By grouping all the 16in guns forward all the magazines and shell rooms were concentrated in a shorter length, and this assisted in keeping weight down. Barbette armour was thickest on its side arcs, and was reduced to 1in on its centreline arcs, where there was less likelihood of penetration being achieved. The reduction in secondary armament was of little consequence, as the centre superimposed turret on each side could bear ahead or astern with equal facility. As the submerged torpedo tubes were placed well forward there was not enough room to install standard 21in tubes. Therefore, a shorter tube was fitted, but with the diameter increased to 24.5in so that the same charge as a 21in torpedo could be carried. The heavy AA armament consisted of six 4.7in guns, singly mounted; and as the multiple 2pdr mounting was not yet in production eight single 2pdr guns were provided in lieu.

Owing to the greater length of the 16in guns, and to the fact that three were mounted in each turret, blast effect on the bridge was severe when firing abaft the beam at the maximum elevation of 40deg. As a consequence firing was normally carried out forward of the beam; and the blind arc across the stern was, in fact, much greater than the turret training limit of 30deg. A large conning tower was fitted forward of the bridge, surmounted by an armoured rangefinder; and two LA.DCTs were provided for the 16in guns, and four for the 6in guns, equally disposed fore and aft.

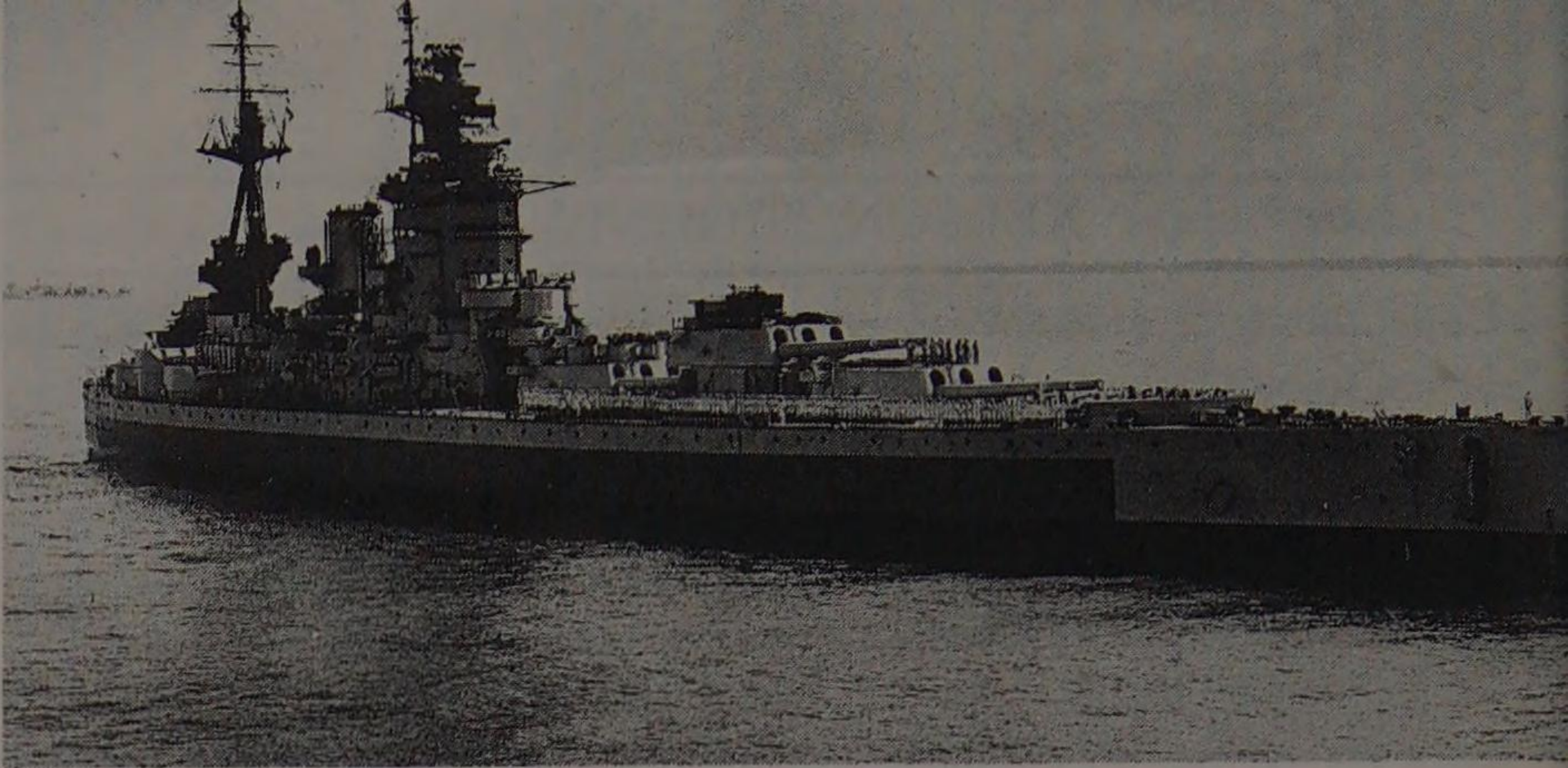
To place the funnel as well aft of the bridge as possible the engine rooms were positioned forward of the boiler rooms, an arrangement that was facilitated by adopting twin screw propulsion, although it entailed a longer line of shafting than was normal. With installed power reduced to 45,000 SHP a speed of 23 knots was attained—a figure only slightly in excess of the First World War designs—but improved fuel consumption considerably widened the radius of action. The combination of moderate speed and high overall freeboard, however, made the “Nelson” class weatherly ships, with little inclination to ship water in adverse conditions.

Below: An early war view of the *Rodney* with only small additions to the light AA armament. (IWM)



In 1934 the *Rodney* was provided with a catapult on X turret and two aircraft, while the *Nelson* carried only one aircraft which had to be put into the water by crane for take-off; and both had an HA.DCT fitted on the bridge. The AA armament was augmented in 1937/38 when three multiple 2pdr mountings (3×8)—two abreast the funnel, and one at the stern—and four multiple .5in machine guns were added. In addition, AW.79Y RDF, a prototype set, was fitted in the *Rodney*, the first British battleship to be so equipped. By the outbreak of the Second World War displacement had risen by about 450 tons in the *Nelson*, and 400 tons in the *Rodney*, with an increase in draught of about ¼ft.

Early war modifications included the removal of the submerged torpedo tubes, and mounting 20-barrelled 7in rocket launchers on the roofs of B and X (not in *Rodney*) turrets; but the latter, together with the multiple machine guns, were soon supplanted as light AA guns became available. Initially, a multiple 2pdr AA mounting (1×8) was added on B turret, and about twelve 20mm AA (12×1) guns were grouped on the fo’c’sle, on the roof of X turret (but not in *Rodney* while she retained her catapult), around



Above: A late war view of the *Nelson* with large additions to the light AA armament. (IWM)

the bridge, and on the superstructure; while SB.273 RDF was fitted on the mainmast, SR.284 on the forward LA.DCT, AR.285 on the HA.DCT, and AW.286 at the mastheads.

By 1943 the *Rodney* had landed her catapult and aircraft; and on both ships two more multiple 2pdr AA mountings (2×8) were added abreast the mainmast, the number of 20mm AA guns was increased to about forty (40×1), and a second HA.DCT was added on the bridge. Prior to the ships’ deployment to the Far East in 1945 the AA armament was further strengthened by the addition of sixteen 40mm mountings (4×4), and by replacing some single 20mm guns with twin mountings; a final total of sixty-one (*Rodney*)/sixty-five (*Nelson*) was mounted.

Although the all-forward arrangement of main armament was not repeated in the Royal Navy, the layout had considerable merit with regard to economy in weight, and the lack of astern fire did not prove as disadvantageous as first thought; but there was a general aversion to concentration with regard to action damage.

The French Navy, on the other hand, adopted this arrangement for the “Dunkerque” class battlecruisers (1931), and the “Richelieu” class battleships (1935); and by mounting the main armament in two quadruple turrets well forward of the bridge the latter was less subject to blast effect.

“NELSON” CLASS: LEGEND PARTICULARS

Displacement: 33,950 tons except * 33,900 tons (38,000 tons full load).

Dimensions: 660 (pp)/710 (oa) × 106 ×d/28½ (31½ full load) feet.

Machinery: Eight Yarrow water-tube boilers (250lb/in²), two shafts, Brown-Curtis SR geared turbines SHP 45,000 = 23 knots.

Bunkers & radius: O.F. 3,755 tons + 175 tons D.O., 16,500/5,500nm @ 12/23k.

Protection: Main belt 14in closed by bulkheads 13in (above lower deck)/9in (below lower deck) fwd & 11in aft. Funnel casing & uptakes ...in. Middle deck 6¼in (over fwd magazines)/3in (over machinery spaces)/6¼in (over aft magazines), lower deck 6¼in (aft & over steering gear). Longitudinal bulkheads 1½in. Main turrets 16in (faces)/12in (sides)/9in (rears)/7in (crown)/...in (floors), barbettes 15in (sides)/14in (amidships), secondary turrets 1½in (faces)/1in (sides & crowns), barbettes 1in. CT 13½in (sides)/7½in (crown) with tube 6in, LA.DCTs 6in (sides)/4in (crowns). Internally bulged.

Armament: Nine 16in (3×3), twelve 6in (6×2), six 4.7in AA (6×1), thirty-two 2pdr AA (3×8/8×1), sixteen .5in AA machine (4×4) guns; two 24.5in (2×1 fixed) T.T.; one except * two aircraft.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 11/12/22							
28	NELSON (i)	Armstrong Whitworth (Walker)	Armstrong Whitworth (Walker)	28.22.22	3. 9.25	15. 8.27	Sold T W Ward 19/3/48, arrived Inverkeithing 15/3/49 for scrapping.
29	RODNEY (ii)	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	28.12.22	17.12.25	7.12.27	Sold T W Ward 19/3/48, arrived Inverkeithing 26/3/48 for scrapping.

Naval Limitation Treaties 1930/39

The major pre-occupation of the various naval limitation treaties which followed the initial conference at Washington (1921) was to extend quantitative and qualitative restrictions to other categories of warships besides capital ships. At Washington the future construction of the latter had been limited to 35,000 tons standard (see *Note 3*) and 16in guns, and an age limit of 20 years was applied, so that the first replacement of over-age capital ships would become due in 1931. France and Italy, however, while agreeing to the quantitative and qualitative restrictions, left themselves free to build replacement vessels as they chose, a view that was shared by the U.K., but was dropped to secure other concessions.

The first London Naval Treaty (1931) deferred replacement construction until 1937, to which France and Italy were not subject owing to their initial stand on this matter. At the close of 1934 Japan stated her intention to withdraw from all treaty obligations, and gave the statutory 2-year notice to terminate them. Not surprisingly, the second London Naval Treaty (1935) which followed shortly after achieved little. Japan’s approach to the conference was inflexible, and she withdrew when unable to impose her view of a single common upper limit of tonnage that would embrace all types of warships; while Italy deferred her acceptance in a fit of pique as a result of generally hostile world opinion to her invasion of Abyssinia. Un-

der these circumstances the U.K. proposal to limit capital ship construction to 14in guns only obtained qualified acceptance providing it was agreed to by the original Washington signatories. When Japan announced, at the beginning of 1937, that she was no longer bound by the 35,000-ton limit, the proposal had to be abandoned. A prompt reaction was that the United States Navy, who had left open the decision regarding the main armament of its new battleships, announced that it was going to install 16in guns; while the other signatories to the London Naval Treaties later convened (1938) to raise the limits on capital ships to 45,000 tons and again to 16in guns.

A further problem had arisen with the resurgence of Germany as a military power following its repudiation in 1935 of the Versailles Treaty (1919).

Note 3: Standard displacement as established by the Washington Naval Treaty was the displacement of a ship fully-equipped and stored, but excluding the weight of the bunkers and reserve feed water for the boilers. The earlier British practice had been to include only a nominal figure for bunkers in its legend displacement, and to add the balance of the bunker capacity for the full load condition. As naval architecture is not an exact science a 1% margin of error was unofficially regarded as acceptable, although it could not be justified legally. However, in order to keep under the standard displacement some questionable artifices were practised such as understating the weights of ammunition, stores, etc.; and then adding the differences to the bunkers and RFW to arrive at the full load displacement. On the other hand some countries paid little, or no, attention to the qualitative limitations, and provided false figures for displacements and dimensions.

As none of the former Allies would take any concerted action, the U.K. took the realistic step of coming to an agreement with Germany (1935) whereby her navy was limited to 35% of the total British tonnage. This did not, however, subject Germany to any of the qualitative restrictions of the first London Naval Treaty, so that—with the agreement of the other signatories—the U.K. made with Germany a separate bi-lateral agreement in 1937 which bound it to these terms. This, in turn, created a fresh problem as German naval strength was primarily determined (at that time) by that of the Soviet Baltic fleet. Once again, the U.K. stepped in, and by making a similar bi-lateral agreement with the U.S.S.R. was able to allay German apprehension from that quarter.

Thus, practically up to the outbreak of the Second World War, all the major navies—with the exception of Japan—were limited to capital ships

of 35,000 tons (see *Note 4*) and 16in guns. It should be noted that the battleships *Bismarck* and *Tirpitz* were laid down before Germany became subject to the 35,000-ton limit, but on the other hand the Germans officially informed the U.K. from the date construction started that they would not exceed this limit, and continued to maintain this fiction up to the outbreak of hostilities. Such was the faith placed in naval treaties by the U.K. that when information was presented to the British Admiralty that these ships would probably exceed this figure by about 20% it was simply not believed! It is a matter for conjecture what American and British reaction would have been had information been forthcoming on the battleships (“Yamato” class) building in Japan.

Note 4: While the limit had been increased to 45,000 tons in 1938, no design plans to this higher figure had been completed by the outbreak of the Second World War.

“King George V” class: ANSON, DUKE OF YORK, HOWE, KING GEORGE V, PRINCE OF WALES.

As the Admiralty wished to embark on a battleship construction programme just as soon as the treaties permitted, much of the preparatory design work had to be undertaken prior to 1937. The determining factor was the supply of heavy guns, and their mountings and turrets, as contracts for these would have to be placed by mid-1936 at the latest to enable the first two ships to be in service by 1940. At this time the U.K. was advocating a reduction to 14in guns for battleships, and in support of this policy the decision forced on a reluctant Admiralty was to arm the new battleships with this weapon. Although by the close of 1936 Japan had made her position abundantly clear, and had cast off all limitations, it was by then too late for the Royal Navy to change, as the delay involved in providing an alternative heavier main armament was not acceptable. The Admiralty was adamant that the whole class had to be in service by 1940/41; and subsequent events amply justified their stand.

The original provision was to arm these ships with twelve 14in guns in quadruple turrets, two forward and one aft. At an early stage in design it was found necessary to strengthen magazine protection owing to the improved penetration of modern shell, and the extra weight so required was made available by reducing B turret to a twin mounting. At a time when it was still general to ship both secondary LA and tertiary HA batteries—as in the German and Italian battleships then building—the Royal Navy chose to follow the lead given by France with the battlecruiser *Dunkerque*, which shipped a DP battery of 5.1in guns. For this purpose a new calibre 5.25in gun was introduced, twin-mounted in power-operated turrets. The standard quadrantal disposition was adopted comprising four groups of two turrets arranged fore and aft on each side, with an individual HA/LA.DCT for each group. This meant that more guns were available in controlled fire to

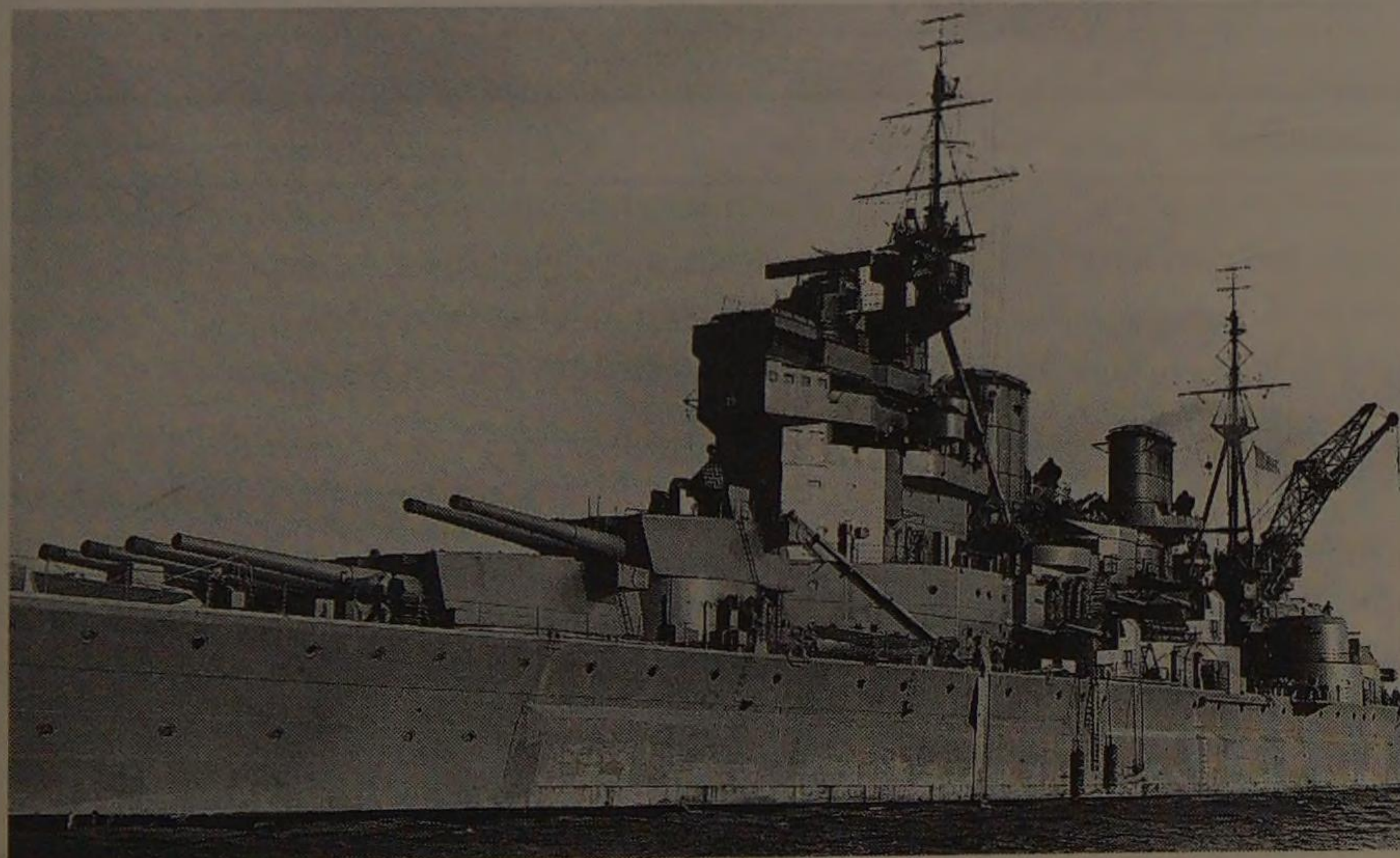
beat off surface or air attacks provided they were not mounted simultaneously; and the latter contingency was not considered likely. For countering close-range air attack four multiple 2pdr AA mountings—shipped forward abreast the fore funnel—and four multiple .5in AA machine guns were provided. Like all other British warships the light AA armament was woefully inadequate; but without exception the other major navies were not able to anticipate any better than the Royal Navy the heavy scale of air attack that would be levelled against warships, despite the availability of such suitable light automatic guns as the 20mm, 37mm, and 40mm from many sources.

This class were the first British battleships to incorporate aircraft in their original design; and they adopted the arrangement which had been fitted in the “Southampton” class cruisers, similar to that fitted in the reconstructed battleships and battlecruisers. The lower bridge structure was extended aft to provide a hangar on each side of the fore funnel, an athwartships catapult was laid flush on the upper deck between the funnels, and handling cranes were stepped abreast of the after funnel. Aircraft were carried for reconnaissance and spotting duties as it was rightly contended that with the limited numbers of aircraft carriers then in service one would not be available for each battle group. Therefore the aircraft requirement was built-in, and the option was always open whether they were carried, or not, for a specific operation.

The machinery was arranged on the unit system with alternate boiler and engine rooms, the forward unit driving the outboard screws, and the after unit the inboard screws. This permitted better damage control arrangements, and there was less likelihood of a complete loss of power owing to action damage.

As some 15 years separated this design from that of the “Nelson” class it naturally benefited from considerable weight-saving developments which had accrued over this period. The result was a more balanced design, and with more than one-third of the weight devoted to armour there was less problem in devising an effective scheme of protection. A deep main belt extended up to the main deck, at which level—one deck higher than in the

Below: Bow view of the *Prince of Wales* on completion showing rocket launcher on B turret. She has AR.285 fitted to the HA.DCTs. (IWM)



“KING GEORGE V” CLASS: WEIGHTS

Items	Standard†	%	Deep†	Standard‡
Hull & fittings	13,500 tons	37.6	13,500 tons	13,780 tons
Machinery	2,700 tons	7.5	2,700 tons	2,770 tons
Protection	12,500 tons	34.8	12,500 tons	12,460 tons
Armament	6,050 tons	16.9	6,765 tons	6,570 tons
Equipment	1,150 tons	3.2	1,465 tons	1,150 tons
Totals	35,900 tons	100.0	36,930 tons	36,730 tons
Oil fuel			3,700 tons	
Lub oil & petrol			60 tons	
Reserve feed water			300 tons	
Totals	35,900 tons	100.0	40,990 tons	36,730 tons

† As designed ‡ As completed



“Nelson” class—was the single armoured deck. Both belt and deck were thickened by 1in abreast the magazines, and were closed by substantial armoured bulkheads at each end, which were continued down to the inner bottom at the reduced thickness of 1½in. The main belt was extended some 40ft forward of the forward bulkhead to form a protective umbrella, an innovation not found in any foreign contemporaries. Outside the citadel the fore end was protected by a 2½–5in submerged armoured deck, while a 5–4½in deck was provided aft.

Above the main deck 1in splinter protection was applied to the upper deck and side. The armoured longitudinal bulkheads extended from the main deck down to the shell plating; and below the lower deck the space between it and the ship’s side was divided by two further longitudinal bulkheads into three compartments—the internal bulge—of which the centre one was kept pressed tight with oil fuel, or by water displacement of oil fuel as it was consumed. Associated with close compartmentation below the main deck, the protection was the heaviest yet applied to a British battleship.

The outbreak of the Second World War terminated all treaty limitations, and as all the ships were still building extra weight was worked in as necessary to increase armament and ammunition stowage, improve protection and watertight integrity, fit additional equipment, etc. Thus, the standard displacement and draught, which stood at 35,900 tons/28¼ft, was increased to 36,730tons/29ft as completed, with a full load figure of 40,990 tons/32½ft; with corresponding reductions in freeboard. In compliance with the requirement that A turret could fire its guns at 0deg elevation there was little sheer to the hull forward; and although freeboard was only slightly less than the “Nelson” class these ships proved much wetter forward when driving into a head sea because of their higher speed. The breakdown of weights was as shown in the accompanying table.

The first pair to be completed—the *King George V* and *Prince of Wales*—mounted a 20-barrelled 7in rocket launcher on B turret, two more on the roof of Y turret, and one on the quarterdeck, and were fitted with AW.286 RDF at the masthead and SR.284 on the LA.DCT. The lack of sheer forward was apparent in the opening phases of the *Bismarck* action when the

Above: Broadside view of the *Anson* illustrating detached forward and aft superstructures while still carrying aircraft. The ship has multiple 2pdr AA mountings on B and Y turrets; with the addition of groups of 20mm AA guns on the fo’c’sle and quarterdeck. (IWM)

Prince of Wales, whose forward LA.DCT was not functioning, could not use the rangefinders in A and B turrets owing to spray, and had to rely on the short base rangefinder in the after LA.DCT. Later, all the rocket launchers were removed, and were replaced by multiple 2pdr AA mountings (2×4) on B and Y turrets. A small number of 20mm AA guns were added, and AR.285 RDF was fitted to the HA/LA.DCTs.

The close of 1941 was a critical period as the British margin of superiority in capital ships over her European enemies was so slender that the balance of power virtually rested with these modern units. Under these circumstances the loss of the *Prince of Wales* was naturally a cause for deep concern, and a searching inquiry was held to establish if it could be attributed to any defects in design. While the *Prince of Wales* and her consort, the *Repulse*, were both deficient in air defence, and the *Repulse* in protection as well, the prime cause of their loss was exposing them in an area where enemy aircraft dominated without fighter cover. Although the carrier originally designated to accompany them, the *Indomitable*, had to be withdrawn because of damage, the ships were nonetheless despatched to act as a deterrent force, and were needlessly sacrificed.

The next unit to be completed—the *Duke of York*—was provided with improved Mk. III HA/LA.DCTs, and besides shipping multiple 2pdr AA mountings (2×4) on the roofs of B and Y turrets in the first instance, had the AA armament augmented by the addition of about sixteen 20mm (16×1) guns, and SB.273 RDF was fitted on the foremast. The final units that followed—the *Anson* and *Howe*—were generally similar.

In 1943 aircraft and catapult were removed, and a deckhouse was built on the former flight deck and linked the detached forward and after superstructures. All boat stowage was now moved from the deck abaft the aft funnel to the roof of the deckhouse between the funnels; and the former boat deck was now wholly utilised for further light AA guns and their

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 29/7/36							
41	KING GEORGE V	Vickers Armstrong (Walker)	Vickers Armstrong (Barrow)	1. 1.37	21. 2.39	11.12.40	Sold Arnott Young .././57, arrived Dalmuir 20/1/58 for stripping & Troon ../5/59 for scrapping.
53	PRINCE OF WALES	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	1. 1.37	5. 3.39	31. 3.41	Bombed & torpedoed IJN aircraft South China Sea 10/12/41.
Ordered 28/4/37							
17	DUKE OF YORK ex- <i>Anson</i> (ii)	J Brown (Clydebank)	J Brown (Clydebank)	5. 5.37	28. 2.40	4.11.41	Sold Shipbreaking Industries .././57, arrived Faslane 18/2/58 for scrapping.
79	ANSON ex- <i>Jellicoe</i>	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	20. 7.37	24. 2.40	22. 6.42	Sold Shipbreaking Industries .././57, arrived Faslane 17/12/57 for scrapping.
32	HOWE ex- <i>Beatty</i>	Fairfield (Govan)	Fairfield (Govan)	1. 6.37	9. 4.40	29. 8.42	Sold T W Ward .././57, arrived Inverkeithing 4/6/58 for scrapping.

"KING GEORGE V" CLASS: LEGEND PARTICULARS

Displacement: 36,730 tons (42,080 tons full load).

Dimensions: 700 (pp)/745 (oa) × 103 × ...d/29 (32½ full load) feet.

Machinery: Eight Admiralty 3-drum boilers (400lb/in² & 700°F), four shafts, Parsons SR geared turbines SHP 110,000 = 28¼ knots.

Bunkers & radius: O.F. 3,700 tons, 14,000/6,500/4,500/2,540nm @ 10/14/20/27k.

Protection: Main belt 14in/15in (abreast magazines fwd & aft)—4½in/5½in (lower edge) closed by bulkheads 12in (upper strakes)/10in (lower strakes), short belt extension fwd 13in/12in/11in. Funnel casings & uptakes ...in. Main deck 6in (over fwd magazines)/5in (over machinery spaces)/6in (over aft magazines), lower deck outside citadel 2½in—3in—3½in—4in—5in(fwd)/5in—4½in(aft). Longitudinal bulkheads 2in closed by bulkheads 1½in. Main turrets 13in (faces)/9in (sides)/7in (rears)/6in (crowns)/...in (floors), barbettes 11in/12in/13in, secondary turrets 1½in (faces)/1in (sides, rears & crowns), barbettes 1in. CT 3in (face & rear)/3½in (sides). Internally bulged.

Armament: Ten 14in (2×4/1×2), sixteen 5·25in DP (8×2), thirty-two 2pdr AA (4×8), sixteen 5in AA machine (4×4) guns; three aircraft & catapult.

Complement: 1,422 (1,511 war/1,573 squadron flag/1,644 fleet flag).

directors. All had two multiple 2pdr AA mountings (2×8) and several 20mm AA guns added here. In addition:

(a) the *Duke of York*, *Anson*, and *Howe* had a multiple 2pdr AA mounting (2×4) on each side of the bridge;

(b) the *Duke of York* and *Anson* had two multiple 2pdr AA mountings (2×4) on the quarterdeck; and

(c) the *Duke of York* only had multiple 2pdr AA mountings (2×4) on each side of B turret.

The number of 20mm AA fitted varied in each ship but averaged about forty guns (40×1).

During 1944/45 two quadruple 40mm AA mountings were added on the former boat deck; the 20mm AA guns on the fo'c'sle and the quarter-deck were removed, and amidships some single 20mm were replaced by twin mountings and/or some twin 20mm mountings by single 40mm AA guns. Improved warning and fire control RDF was installed, and each multiple AA mounting was provided with a Mk. IV director fitted with AR.282 RDF. To suit them for Pacific operations the bunkerage was increased by about 500 tons. By the end of the war the light AA armament of the individual ships comprised:—

King George V: Sixty-four 2pdr (8×8), ten 40mm (2×4/2×1), thirty-six 20mm (6×2/24×1) guns;

Duke of York: Eighty-eight 2pdr (8×8/6×4), eight 40mm (2×4), fifty-five 20mm (8×2/39×1) guns;

Anson: Eighty 2pdr (8×8/4×4), eight 40mm (2×4), forty 20mm (8×2//24×1) guns;

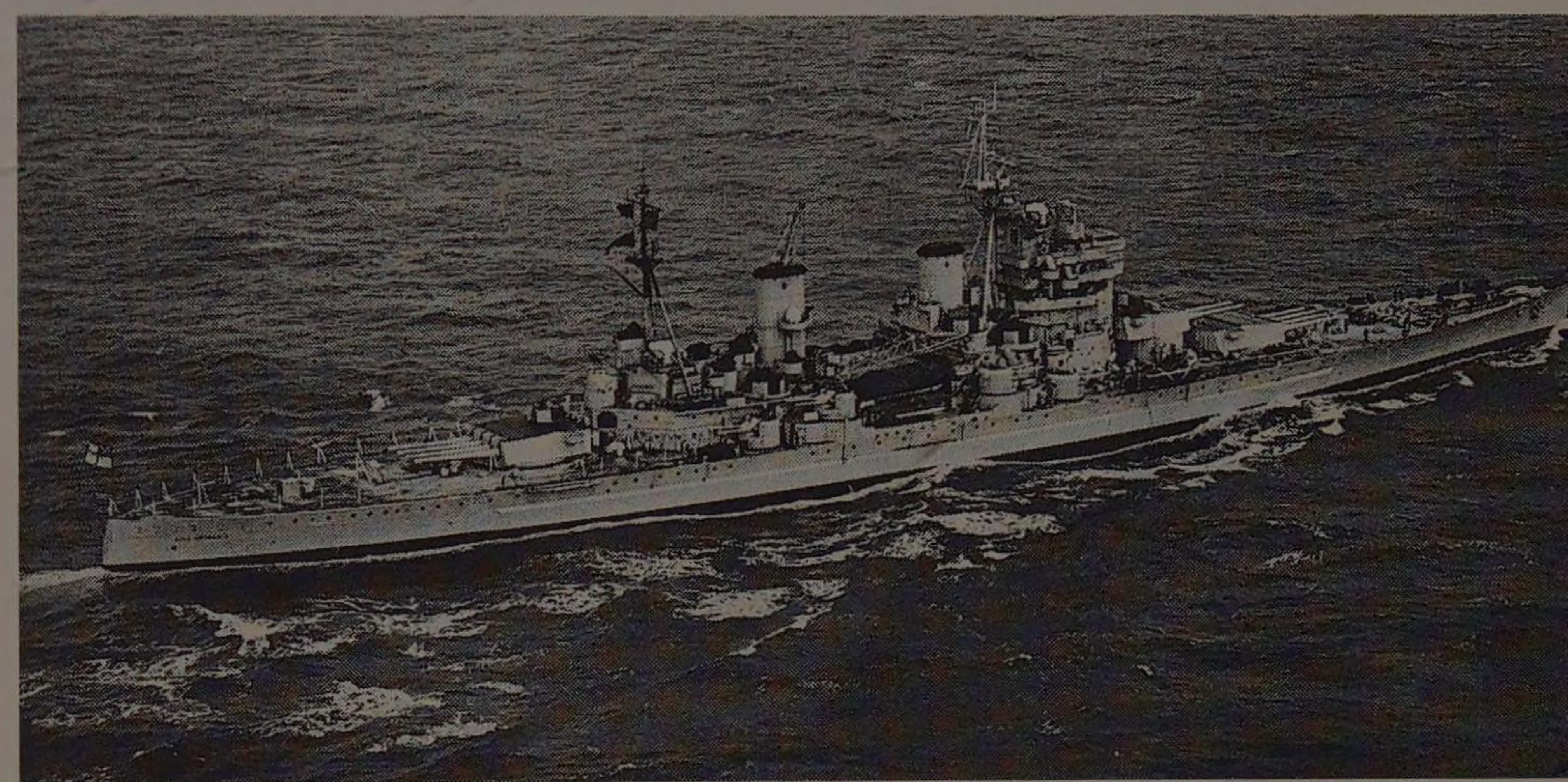
"Lion" class: CONQUEROR, LION, TEMERAIRE, THUNDERER.

These ships were slightly expanded versions of the "King George V" class in order to accommodate a main armament of nine 16in guns in triple turrets, slightly thicker deck and turret armour, and a slight increase in speed to 30 knots. As designed, they were the equal of any foreign contemporaries on the information then available. The first pair—the *Lion* and *Temeraire*—were scheduled for completion in 1943, and the second pair in 1944; but following the outbreak of war their construction was first suspended—on the grounds that work should not proceed on ships that could not be completed during the probable duration of the war—and then finally abandoned in 1940. Little work had taken place when they were broken-up on the slip, and none at all on providing the main armament.

Right: Outboard profile of the "Lion" class battleships.



Above: Bow view of the *Duke of York* in 1945 showing appearance at the end of the war. (IWM)



Above: The *King George V* after removal of aircraft, with boat stowage shifted from the aft superstructure to the former flight deck between the funnels. (IWM)

Howe: Eighty 2pdr (8×8/4×4), eight 40mm (2×4), forty-two 20mm (4×2/34×1) guns;

from which it is clearly evident how deficient was the air defence of the *Prince of Wales* at the time of her loss; and the full load displacement/draught had risen to *King George V* 44,460 tons/34¾ft, *Duke of York* 44,790 tons/35ft, *Anson* 45,360 tons/35¾ft, and *Howe* 44,510 tons/34¾ft.

"LION" CLASS: LEGEND PARTICULARS

Displacement: 42,500 tons (46,500 tons full load).

Dimensions: 740 (pp)/785 (oa) × 105 × ...d/30 (33½ full load) feet.

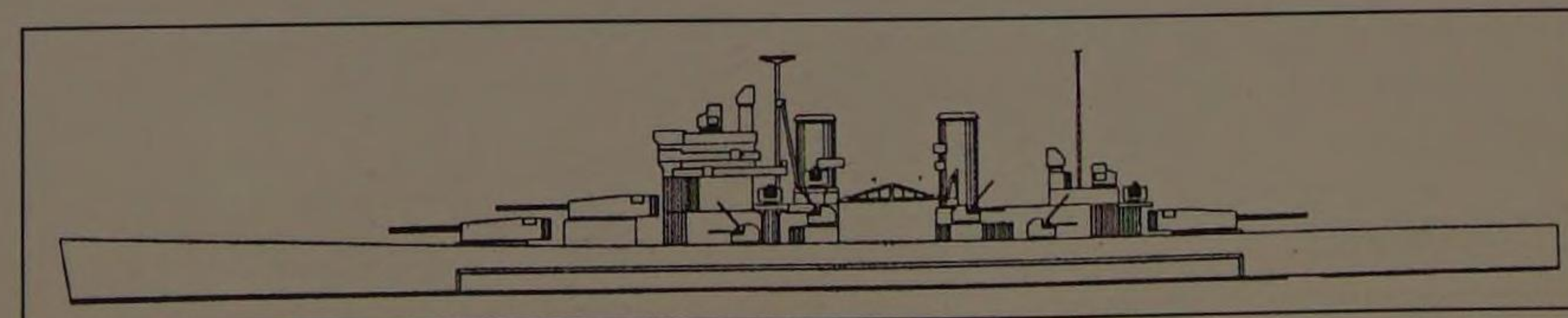
Machinery: Eight Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 130,000 = 30 (28 full load) knots.

Bunkers & radius: O.F. 3,720 tons,nm @ ...k.

Protection: As in *King George V* except main deck 6in (max) and main turrets 16in (max).

Armament: Nine 16in (3×3), sixteen 5·25in DP (8×2), forty-eight 2pdr AA (6×8) guns; three aircraft & catapult.

Complement: 1,600 (war/1,680 fleet flag).



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 21/2/39							
27	LION	Vickers Armstrong (Walker)	Vickers Armstrong (Walker)	4. 7.39	.....	.....	Cancelled .././41 & scrapped on slip
36	TEMERAIRE	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	1. 6.39	.....	.....	Cancelled .././41 & scrapped on slip.
Ordered 16/8/39							
45	CONQUEROR	J Brown (Clydebank)	J Brown (Clydebank)	.....	.....	.....	Cancelled .././41.
49	THUNDERER	Fairfield (Govan)	Fairfield (Govan)	.....	.....	.....	Cancelled .././41.

Emergency war programme: VANGUARD.

In the years between the wars there were severe reductions in the armaments industry, and one of the sectors worst affected was that supplying heavy guns. The limited capacity that remained largely determined the rate of battleship construction, and as was seen with the “King George V” class once committed to the 14in gun subsequent change could only be entertained at the cost of a considerable delay in completion.

In 1939 the battleship building programme fully absorbed the facilities of the heavy gun manufacturers, so the Admiralty readily agreed to a proposal that one battleship could be built fairly rapidly by utilising the twin 15in gun turrets removed from the former light battlecruisers *Courageous* and *Glorious* (on conversion to aircraft carriers), and retained as spares. The design was a further expansion of the “King George V”/“Lion” classes as the hull had to be lengthened to accommodate four centreline turrets. This naturally entailed a longer main belt and increased weight, so it was

reduced in thickness by 1in as part compensation. An innovation was the transom stern, to save length and weight, fitted for the first—and only—time to a British battleship. The same machinery as the *Lion* was adopted for a speed of 30¼ knots at a designed standard displacement of 41,200 tons at 30ft draught.

Owing to ever-changing priorities construction proceeded intermittently, and in the end proved quite a protracted affair, so that the design was frequently revised between 1941 and 1943 to incorporate numerous modifications and new equipment. It was pointless installing the power required for high speed if this important tactical advantage was sacrificed, as in the *King George V*, by lack of freeboard forward owing to the needless requirement that A turret guns could fire ahead at nil elevation. This requirement—not before time—was abandoned, and considerable sheer was incorporated into the hull forward that made the *Vanguard* the most weatherly battleship of her day: a dry and stable gun platform under practically all weather conditions.

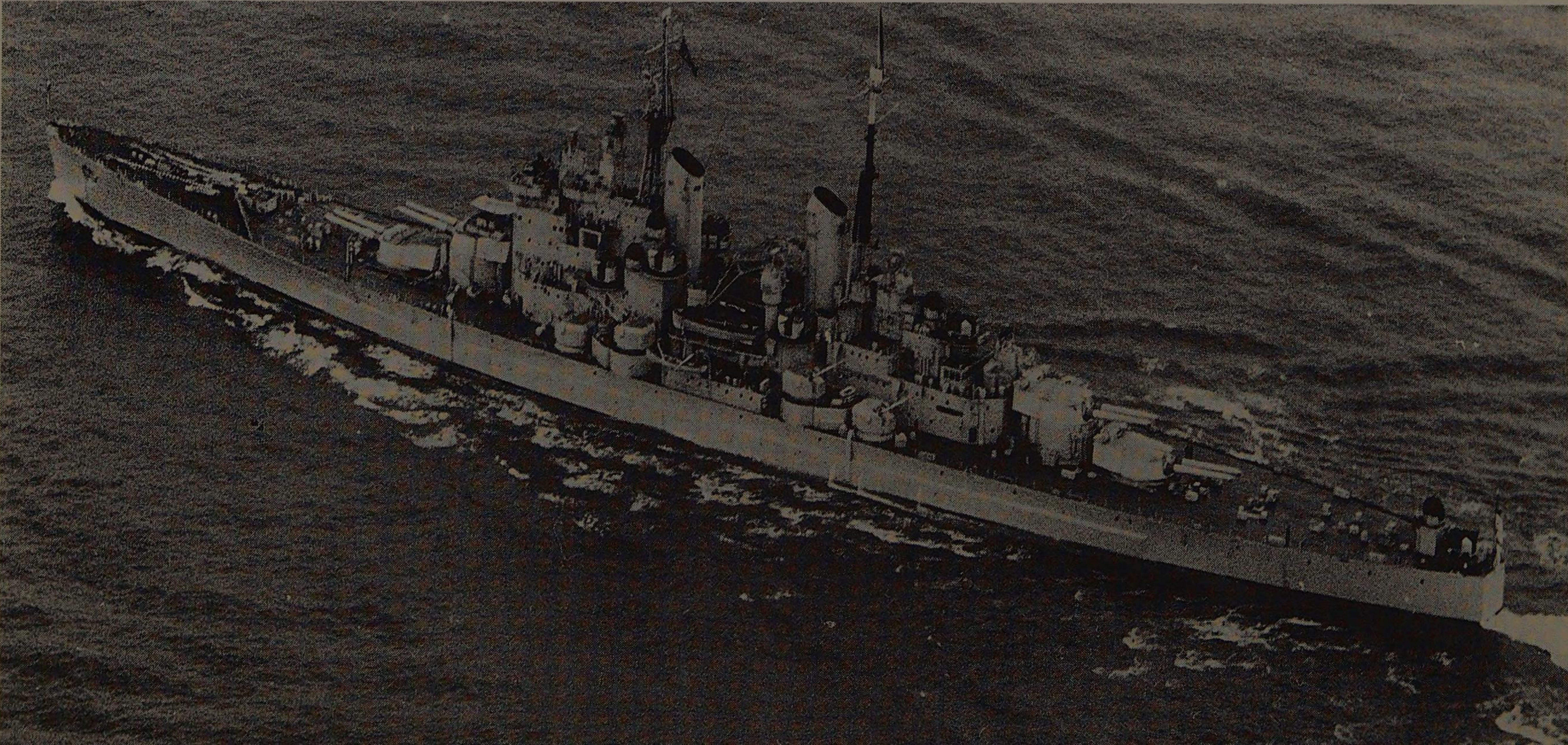
As an indication of the alterations effected, the light AA armament was steadily increased through the prolonged building phase, as shown below:—
1939: forty-eight 2pdr (6×8) guns;
1940: forty-eight 2pdr (6×8) guns, eighty 7in (4×20) rocket launchers;
1942: seventy-six 2pdr (9×8/1×4), twelve 20mm (12×1) guns;
1943: fifty-six 40mm (9×6/1×2), fifty-two 20mm (6×4/14×2) guns;
1945: sixty-seven 40mm (9×6/1×2/11×1), twenty-two 20mm (9×2/4×1) guns;
1946: seventy-three 40mm (10×6/1×2/11×1) guns.

A later decision to exclude aircraft resulted in the hangars not being installed, and additional superstructure was fitted amidships in place of the catapult. Boat stowage was moved from abaft the aft funnel to amidships

VANGUARD: LEGEND PARTICULARS

Displacement: 44,500 tons (51,420 tons full load).
Dimensions: 760 (pp)/814¼ (oa) × 108 ×d/30¾ (34¾ full load) feet.
Machinery: Eight Admiralty 3-drum boilers (400lb/in² & 750°F), four shafts, Parsons SR geared turbines SHP 130,000 = 30 knots.
Bunkers & endurance: O.F. 4,423 tons + 427 tons D.O., 8,250/6,950/5,350/3,600nm @ 15/20/25/29½k.
Protection: Main belt 14in (fwd abreast magazines)/13in (abreast machinery spaces)/14in (abreast aft magazines)/4½in (lower edge) closed by bulkheads 10/12in, belt outside citadel 2½in (fwd)/2in (aft). Funnel casings & uptakes 1in. Main deck 6in (over fwd magazines)/5in (over machinery spaces)/6in (over aft magazines), lower deck outside citadel 2½–3½–4–5in (fwd)/5–4½in (aft).
Armament: Eight 15in (4×2), sixteen 5.25in DP (8×2), four 3pdr (4×1), seventy-three 40mm AA (10×6/1×2/11×1) guns.
Complement: 1,893.

Below: The *Vanguard* with temporary additions on the aft superstructure for the 1947 Royal Tour, and a main topmast added for wearing the Royal Standard. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 14/3/41							
23	VANGUARD (ii)	J Brown (Clydebank)	J Brown (Clydebank)	2.10.41	30.11.44	25. 4.48	Sold Shipbreaking Industries .././60, arrived Faslane 9/8/60 for scrapping.

between the funnels; and the forward and aft superstructures were both re-configured to mount more light AA mountings, with better arcs of fire for both the guns and their associated directors. In 1943 the long-enduring multiple 2pdr was supplanted by a 6-barrelled 40mm power-operated mounting. As a back-up battery there were fifteen single 40mm guns, but as completion was delayed until after the cessation of hostilities four of them were replaced by 3pdr saluting guns.

The final armament was thus limited to three calibres only; and comprised a primary LA battery of 15in guns, a secondary DP battery of 5.25in guns, and a tertiary AA battery of 40mm guns. There were two LA.DCTs for the 15in guns, four American Mk. 37 HA/LA.DCTs for the 5.25in guns, and eleven barrage directors for the multiple 40mm mountings, while the single 40mm guns were fitted with tachymetric sights. These control arrangements were supplemented by an exceptionally complete RDF outfit comprising GW.960 at the head of the mainmast, GW.277 on the fore lower

masthead, TI.293 at the head of the foremast, SR.274 on both the LA.DCTs, AR.275 on all four HA/LA.DCTs, AR.262 on eleven barrage directors, IFF.242M & 242P interrogator TX, two IFF.262 interrogator RX, and tactical 268 and 930. All the aerials were on stabilised mountings except for the type 960 and the IFF sets. As a result fifteen air targets could be simultaneously engaged with controlled fire—four at long range, and eleven at short range—which sharply contrasted with the arrangements available early in the war. Electric power at 220V was supplied by four 480kW turbo-alternators, and four 450kW diesel-alternators.

The cumulative effect of these additions raised the standard/full load displacements to 44,614/51,537 tons with corresponding draughts of 30¾/35ft; while the bunkering was also increased, as war experience had clearly indicated the desirability of an extended radius for major units. Surprisingly, speed was little affected; and trials showed that 31/30 knots could be maintained in the standard/full load conditions.

Monitors

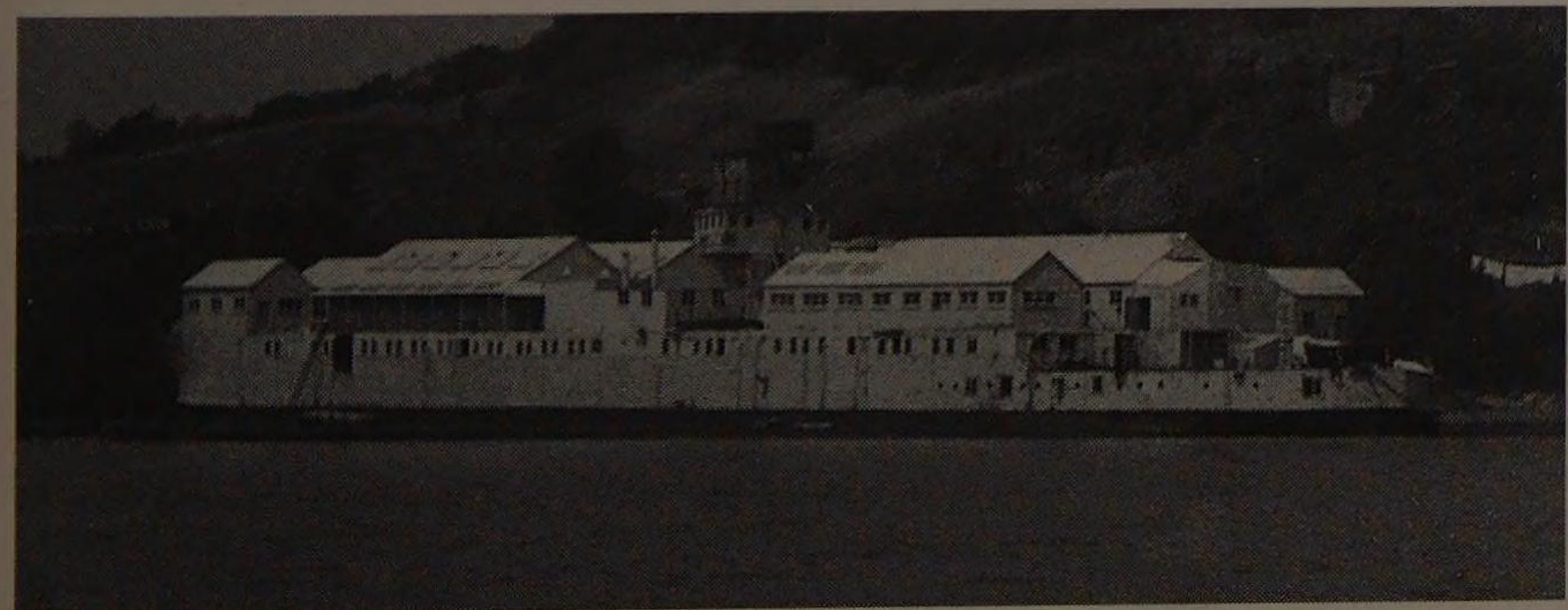
This category owed its origin to some spare battleship turrets that became available during the First World War from a variety of sources, which were fitted in shallow-draught and flat-bottomed hulls for the coastal bombard-

ment of German-occupied Belgium. Four war-built units survived to serve in the Second World War; but their area of operations was considerably widened, and they bombarded enemy coasts world-wide.

“Marshal” class: MARSHAL NEY, MARSHAL SOULT.

This class evolved because of the two spare twin 15in gun turrets available from the cancelled battleships *Agincourt* and *Resistance*, of which six turrets had already been appropriated for the battlecruisers *Renown* and *Repulse* (q.v.). Owing to mechanical unreliability (see *Note 1*) the *Marshal Ney* had surrendered her turret to the monitor *Terror* (q.v.), and had received an extemporised armament in lieu, but by the outbreak of the Second World War was a disarmed training hulk. As the diesel engines for the *Marshal Soult* proved more reliable she had retained her turret, and in the inter-war years she was employed as a gunnery training ship. Following the outbreak of the Second World War it was planned to return her to operational status, but as her hull was not worth repairing her turret was removed and allocated to a new hull—which became the monitor *Roberts* (q.v.)—and she was hulked as a base ship for trawler personnel.

Below left: The *Marshal Ney* hulked for harbour service. (G. A. Osbon)
Right: The *Erebus* with her AA armament increased to six 4in (6×1) guns controlled by two HA.DCTs. (IWM)



“MARSHAL” CLASS: LEGEND PARTICULARS

Displacement: 5,550 tons (5,780 tons full load *Ney*)/6,670 tons (6,900 tons full load *Soult*).

Dimensions: 340 (pp)/355¾ (oa) × 62/90¼ (across bulges) × 19d/8¼ *Ney* 10¼ *Soult* (8½ *Ney*/10½ *Soult*) feet.

Machinery: Two shafts, MAN 6cyl (boremm ×mm stroke) BHP 1,500 = 6 knots *Ney*/Vickers 8cyl (borein ×in stroke) BHP 1,600 = 5½ knots *Soult*.

Bunkers & radius: O.F. 226 tons, 2,080nm @ 5½k *Soult*.

Protection: Main belt 4in, magazine glacis 4in, engine room glacis 4in. Fo’c’sle deck 1in, main deck 1½–2in (fwd)/2in (amid), lower deck 1½–2in (aft). Longitudinal bulkheads 1½in closed by bulkheads 1in. Turret 13in (face)/11in (sides & rear)/5in (crown)/3in (floor), barbette 8in. CT 6in. Externally bulged.

Armament: Two 15in (1×2), eight 4in (8×1), three 12pdr AA (3×1) guns except *Ney* unarmed.

Complement: 280 except *Ney*



Note 1: Although designed for a speed of 9 knots with 2,000 IHP, lower-powered diesel engines were substituted. Those installed in the *Marshal Ney* proved totally unreliable; while those in the *Marshal Soult* were inhibited from developing their full power owing to a design fault in the

gearboxes, and propellers of unsuitable pitch. Compounding the mechanical problems were unfavourable hull lines aft that ensured that the propellers and rudders worked in dead water.

“Erebus” class: *EREBUS, TERROR.

Owing to the propulsion difficulties experienced with the above monitors, this class was specifically designed to take over their twin 15in gun turrets. The installed power was trebled, and the hull lines aft were suitably faired, to ensure that the design disaster of the “Marshal” class was not repeated. While the *Terror* received the *Marshal Ney*’s turret as planned, the turret for the *Erebus* was provided from an alternative source (see *Note 2*). In both ships the conning tower forward of the turret was later removed; while the *Erebus* had all her 4in guns removed in 1939 for intended guardship duties.

At the outbreak of war the *Terror* was refitting at Singapore; and the eight 4in LA were replaced by six 4in AA guns, and the two 12pdr AA by two .5in multiple machine guns. The upper deck side, which was open for the greater part of its length, was plated-in to provide much-needed extra accommodation and other facilities. In 1940 at Malta the upper deck armour was increased in thickness to 4in, and 1in was also added to the main deck armour aft, which increased the full load displacement to ca9,400 tons; and in the following year the light AA armament was augmented by the addition of seven captured Breda 20mm AA guns.

Similar modifications were extended to the *Erebus*, but as these were undertaken in the U.K. they were more extensive. In 1940 the AA armament and deck armour were strengthened, and the upper deck side plated-in (as in the *Terror*); but she was additionally provided with two HA.DCTs, four multiple .5in multiple machine guns, and two 20-barrelled 7in UP rocket launchers, and DG cables were run round the hull. This increased the complement to 308, and the full load displacement to 9,100 tons. However, the bunkers were reduced by 90 tons, so that the endurance was correspondingly cut-back to 1,700nm @ 11½k.

Admiralty design: ROBERTS.

This unit was solely ordered to mount the twin 15in turret removed from the *Marshal Soult*, but could be made shorter than the *Terror* because of the lower installed power, compact modern boilers, and turbine propulsion. However, unlike the earlier monitors which had a bare profile, a tower bridge was fitted close aft of the turret, there was a superstructure deck aft, and she was rigged with a tripod foremast and mainmast. In addition, a substantial AA armament was provided as her bombardment role meant that she would operate close off the enemy coast, and would so invite air attack. The AA guns adopted a similar arrangement to the *Erebus* with multiple 2pdr mountings abreast the turret on each side, two twin 4in mountings on each side aft, and a multiple 2pdr mounting at the stern. She was fitted with AW.281 at the mastheads, AR.285 on the two HA.DCTs, and AR.282 on the three Mk. IV barrage directors (one for each multiple 2pdr mounting). Electrical power was supplied by two 200kW turbo-generators, and two 60kW diesel-generators.

During 1943 six single 20mm AA were replaced by twin mountings, AW.279 RDF replaced AW.281, SW.272P was added on the foremast, and the funnel was heightened by 12ft. For intended operations in the Far East

Admiralty design: ABERCROMBIE.

Ordered as a replacement for the *Terror*, this unit was able to utilise the second spare twin 15in turret that had been provided for the *Furious* (see *Note 2*), and was basically a repeat of the *Roberts* design with minor modifications that could be readily incorporated. These included:—

- (a) extending the superstructure aft out to the ship’s side to provide extra accommodation for up to 500 crew, and to widen the arcs of the twin 4in AA mountings;
- (b) augmenting the light AA armament, and providing remote power control (RPC) for the 4in and multiple 2pdr mountings;

“EREBUS” CLASS: LEGEND PARTICULARS

Displacement: 7,720 tons (8,600 tons full load).

Dimensions: 380 (pp)/405 (oa) × 62/88¼ (across bulges) × 20d/11 (11¾ full load) feet.

Machinery: Four Babcock & Wilcox water-tube boilers (...lb/in²), two shafts, reciprocating (VTE cyl ...in:....in:....in (2) ×in stroke) IHP 6,000 = 12 knots.

Bunkers & radius: O.F. 784 tons, 2,480nm @ 12k.

Protection: Main belt 4in closed by 4in bulkheads, magazine glaxis 4in. Fo’c’sle deck 1in, upper deck 2in (amid), main deck ¾in (fwd)/1–1½in (aft). Longitudinal bulkheads 1½in closed by bulkheads 1in. Turret 13in (face)/11in (sides & rear)/5in except * 4¼in (crown)/3in (floor), barbette 8in. Upper bridge 1in.

Armament: Two 15in (1×2), eight 4in (8×1—not in *), two 12pdr AA (2×1) guns.

Complement: 315 (war 400 in *).

Further additions included a twin 20mm AA mounting, and three 3in UP rocket launchers in 1941; while in 1942/43 the twin 20mm and all the multiple machine guns and rocket launchers were replaced by thirteen 2pdr AA (3×4/1×1), one 40mm AA, and seven 20mm AA (7×1) guns. Finally, in 1945, four twin 20mm AA mountings were added. RDF comprised SW.272 at the head of the tripod foremast, AW.286 (later replaced by AW.79B) at the fore topmast head, GW.276 on the lattice mainmast added aft, and AR.285 on the HA.DCTs. The full load displacement was now 9,600 tons at 13¾ft draught, and with the bulges now fully submerged there was a dramatic drop in the GM.

Note 2: As there were some misgivings over the single 18in gun turrets to be installed in the light battlecruiser *Furious*, two twin 15in gun turrets had also been ordered in case the former proved unsatisfactory from whatever cause. These turrets later became spare; and one was allocated to the *Erebus*, while the other—after lying idle for 25 years—was shipped in the *Abercrombie* (q.v.).

ROBERTS: LEGEND PARTICULARS

Displacement: 7,973 tons (9,150 tons full load).

Dimensions: 354 (pp)/373¼ (oa) × 54/89¾ (across bulges) × 27d/11¾ (13½ full load) feet.

Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 4,800 = 12¼ knots.

Bunkers & radius: O.F. 491 tons + 58 tons D.O., 2,680nm @ 12k.

Protection: Main belt 4in/5in (abreast magazine), magazine glaxis 6in, magazine sides & floor 1½in. Longitudinal bulkheads ¾in (fwd)/1½in (amid)/¾in (aft). Main deck 2–3in (fwd)/ 4in (over magazine)/3in (amid & aft). Turret 13in (face)/11in (sides & rear)/5in (crown)/3in (floor), 4in gun screens ¾in & crew’s shelter 1in. CT 2in (face & rear)/3in (sides)/2in (roof)/1½in (floor) & tube 2in.

Armament: Two 15in (1×2), eight 4in AA (4×2), sixteen 2pdr AA (1×8/2×4), eight 20mm AA (8×1) guns.

Complement: 308 (war 442).

eight 40mm AA guns were fitted, four of which replaced the two single 20mm AA guns on the fo’c’sle, and two twin 20mm AA mountings aft; while SW.268 RDF replaced SW.272: additions which increased her full load displacement to ca9,500 tons.

- (c) adding 1in to the main deck armour over the magazine and machinery spaces;
- (d) additional generator capacity to meet the heavier electrical load;
- (e) extra stowage for ammunition, stores, and fresh water, etc.

A feature of all the monitors was that the exposed part of the barbette was protected by 12 flat armour plates arranged round the circular structure, but the *Abercrombie* was unique in having the barbette encased in circular armour. These modifications added 567 tons to the deep displacement, and as most of them were aft this increased the trim by the stern to 2¾ft; and the two diesel-generators were each uprated to 150kW to meet the increased power demands.

The initial provision of RDF comprised SW.272M on the foremast, AW.281 at the mastheads, AR.285 on the two HA.DCTs, AR.282 on the three Mk. IV directors, and an interrogator (IFF). There was little further modification but SW.272 was replaced by SW.293, and AW.281 by AW.79B; and some void compartments were converted to stow an additional 180 tons of fuel oil, which brought the full load displacement close to 9,900 tons. Both the *Roberts* and *Abercrombie* were often called upon to act as AA guardships, a duty they were well able to carry out.

ABERCROMBIE: LEGEND PARTICULARS

Displacement: 8,536 tons (9,717 tons full load).

Dimensions: 354 (pp)/373¼ (oa) × 52/89¾ (across bulges) × 29d/11 (14½ full load) feet.

Machinery: As in *Roberts*.

Bunkers & radius: As in *Roberts*.

Protection: As in *Roberts* except main deck 4in (amid & aft) and turret 6in (crown).

Armament: As in *Roberts* except sixteen 20mm (6×2/4×1) guns.

Complement: 460.



Above: The design of the *Roberts* closely followed that of her First World War counterparts except that an AA armament matching contemporary standards was mounted. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..1/15							
.....	DRAKE ex- <i>Vivid</i> , ex- <i>Marshal Ney</i> , ex- <i>M.13</i>	Palmers (Jarrow)	White (Cowes)	 1.15	17. 6.15	31. 8.15	ALAUNIA II (1947); sold T W Ward ..../57, arrived Milford Haven 6/10/57 for scrapping.
I.01	MARSHAL SOULT ex- <i>M.14</i>	-do-	Vickers (Barrow)	 2.15	24. 8.15	2.11.15	Sold West of Scotland Shipbreaking ..../46, arrived Troon 5/8/46 scrapping.
Ordered 29/7/15							
I.02	EREBUS	Harland & Wolff (Govan)	Harland & Wolff (Belfast)	12.10.15	19. 6.16	2. 9.16	Sold T W Ward ..../46, arrived Inverkeithing 29/1/47 for scrapping.
I.03	TERROR	Harland & Wolff (Belfast)	-do-	26.10.15	18. 5.16	6. 8.16	Bombed German aircraft 20nm north-west of Derna 23/2/41 & foundered following day.
Ordered 16/3/40							
F.40	ROBERTS	J Brown (Clydebank)	J Brown (Clydebank)	30. 4.40	1.2.41	6.10.41	Sold T W Ward ..../65, arrived Inverkeithing 3/8/65 for scrapping.
Ordered 4/4/41							
F.109	ABERCROMBIE	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	26. 4.41	31. 3.42	22. 4.43	Sold T W Ward ..../54, arrived Barrow 24/12/54 for scrapping.

Cruisers

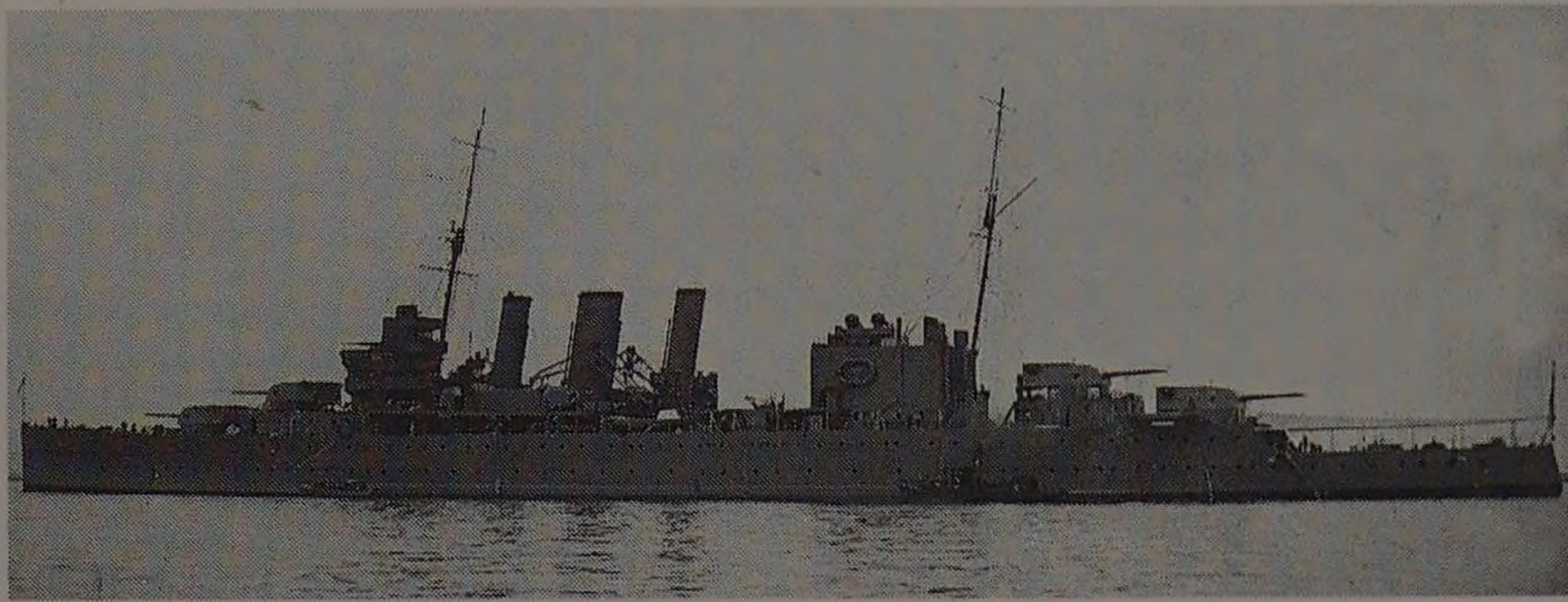
At the outbreak of the Second World War British cruiser strength stood at 64 units in service, and 27 under construction or on order; and as is usually the case these figures on their own tend to mislead, and not convey the actual situation.

After the First World War the minimum cruiser requirement for the Royal Navy had been fixed at 70, but this had been reduced to 50 under Government pressure in 1930 to secure a settlement of the First London Naval Treaty. When all quantitative restrictions imposed by treaties lapsed in 1936 the Royal Navy set about building as many cruisers as it could before war—regarded as inevitable—started: the more pessimistic opinions estimated this would be in 1940, the more optimistic in 1942. The Admiralty showed a keener perception of the worsening political situation than the Government, but so finely calculated was the time element that despite all their efforts not one of the cruisers ordered under the 1936 Estimates, and subsequent programmes, had been completed by the time hostilities commenced. The fact that 27 cruisers (any other category of major warships could be equally well cited) were building at this time is the clearest condemnation of earlier British policy.

Of the 64 cruisers completed no fewer than 27 were of First World War design; and while 18 had passed the replacement age limit, the remaining

nine were only technically under age because their completion had been unduly protracted after the First World War. These elderly cruisers had been designed primarily for surface action, and were naturally deficient in AA armament and deck protection; and except for the last five were between 4,000 and 5,000 tons, and on the small side for oceanic employment. In view of their age and size it was plainly uneconomic in 1936 to attempt any large-scale modernisation, although it was intended to re-arm some of them as AA vessels. As a result a rundown and limited shipyard capacity was pressed into undertaking new construction; and it was in this manner that the Admiralty sought to redress the critical numerical deficiency in cruisers. The initial target was to have 70 modern cruisers, but by 1936 this figure was hardly valid as when it was first framed Germany had a much smaller navy, and Italy was in the Allied camp. There had been some marked changes in circumstances since then, and requirements were later re-assessed as 100.

It would be wrong to infer that the old cruisers could not perform useful service—they could and they did—but their inclusion in the total figure of cruisers tended artificially to inflate it. Except for those old cruisers re-armed as AA vessels, war experience soon showed that they could not be exposed in areas subject to heavy air attack; and they were generally unsuitable for operating with the fleet as they lacked the necessary speed and endurance.



Above: The *Cumberland* (left) and the *Berwick* (right) in 1938 showing their appearance pre-war after refit. Note that the latter was not cut down aft as there was a sufficient margin of weight to absorb the alterations. (P. A. Vicary)



On the ocean trade routes, however, they proved valuable as surface escorts for convoys, and were still a match for any mercantile raider.

In the years between the wars not only cruiser design, but naval policy as a whole, was shaped by the many naval limitation treaties enacted during the period. As the terms of these treaties are generally well-known, it is only relevant to recall those aspects which directly related to cruisers.

Washington Naval Treaty (1921)

This treaty only indirectly placed a qualitative limitation on cruisers not to exceed 10,000 tons standard displacement, or to mount guns of a larger calibre than 8in, because if they did they would be included in the total tonnage for battleships. The limits were fixed at this level to include the largest cruisers then under construction: the British "Cavendish" class of 9,750 tons armed with 7.5in guns.

London Naval Treaty (1930)

Under the terms of this treaty cruisers were dealt with at some length, and:—
(a) were divided into two categories: class A armed with guns over 6.1in calibre, and class B armed with guns of 6.1in or under;
(b) had age limits fixed: 20 years after completion if laid down after the 31st December 1919, or 16 years after completion if laid down prior to the 1st January 1920, on the expiry of which they could be replaced by new construction; and
(c) had their total tonnages allocated on approximately the same ratio as capital ships, to which the contracting powers had to reduce by the 31st December 1936.

Complicating the issue was the fact that France and Italy—signatories at Washington—would not agree to any limitation on total tonnage, so that this aspect only applied to Japan, the U.K. (see *Note 1*), and the U.S.A. The position with the U.K. was that provided they disposed of the four "Cavendish" class by 1936, by which time they would be over-age, they would reduce to the total tonnage figure for class A cruisers (146,800 tons); but with class B cruisers the position was far from satisfactory, or straightforward.

By 1936 29 class B cruisers totalling 121,750 tons (see *Note 2*) would be over-age, but the U.K. had agreed to limit replacement construction to 91,000 tons, so that the total tonnage for class B cruisers—192,200 tons—could

Below: The *York* in 1938 carrying an amphibian aircraft on her catapult. (P. A. Vicary)



only be met by retaining 30,750 tons of over-age ships; while no apparent account was taken of a deficiency of 32,400 tons which would also have to be made good with over-age ships. This omission was arrived at by apparently assuming that because 121,750 tons would be over-age by 1936, the balance of 70,450 tons was necessarily under-age; whereas under-age ships only totalled 38,050 tons, thus leaving a deficiency of 32,400 tons. There was no necessity for the U.K. so to restrict its replacement construction—neither Japan nor the U.S.A. were similarly bound—and it was nothing more than a futile gesture of appeasement that found no followers.

Anglo-German Naval Treaty (1935)

This established a quantitative—but not qualitative—ratio of 35:100 between the German Navy and the Royal Navy in terms of total tonnage for each of the major warship categories. Based on British cruiser strength at that time Germany could build up to five cruisers of class A (51,380 tons) and ten of class B (67,270 tons).

London Naval Treaty (1936)

Both the Washington and the first London Naval Treaties expired at the close of 1936. Japan had given the statutory 2-year notice to terminate the former, while the latter was framed to end at this date, when a fresh conference was to be convened. As a result of this treaty all quantitative limitations were abandoned, but in their stead the signatories agreed to exchange advance information on future construction. No more class A cruisers were to be built before the 31st December 1942, and class B cruisers were limited to 8,000 tons; while the usual safeguarding clauses were inserted to allow for exceptional circumstances. Japan withdrew from the conference at an early stage, and Italy initially withheld acceptance, leaving ratification only to France, the U.K., and the U.S.A. By making special bi-lateral agreements with Germany and the U.S.S.R. in 1937 the U.K. secured their adherence to treaty qualitative restrictions.

There can be little doubt that by their quantitative and qualitative limitations the various naval treaties resulted in a considerable reduction in the expenditure on naval armaments; and the latter compelled naval architects to consider every expedient for saving weight, which in turn spurred development in many fields. As research and development is a costly business, what the treaties could not arrest, even though they limited the tons, was the sharp rise in cost/ton of warships; so that there was a reduction in the overall savings of which too little account has been taken. Therefore, limitations—whether in terms of unit size or total tonnage—only served to increase the cost per unit.

On the other hand the long, and sometimes acrimonious, conferences appeared more to divide the former allies of the First World War than to draw them together. It was, perhaps, unreasonable to expect the naval conferences to succeed where the higher instrument—the League of Nations—could not: mutual suspicion was rife at the very top. Once this disharmony was perceived the way was clear for Germany, Italy, and Japan to embark on their aggressive policies, which eventually culminated in the Second World War.

A less satisfactory aspect was the deliberate violation of treaty limitations, with Germany, Italy, and Japan as the principal offenders. Taking the initial series of class A cruisers authorised between 1923 and 1926 the Japa-

Note 1: The term U.K. included the dominions and colonies of the British Empire.

Note 2: These figures are based on 1930 Navy List displacements, all of which tended to increase, or be re-assessed to a higher figure, in ensuing years.



Above: The *Orion* as completed with seaboats forward of the single 4in AA guns. (Admiralty)

nese “Myoko” class were 2,750 tons overweight; and of those ordered from 1927 onwards the tonnage limitations were exceeded by 1,500/1,900 tons in the Italian “Zara” class, nearly 3,000 tons in the Japanese “Takao” class, and over 4,000 tons in the German “Admiral Hipper” class. Naturally, this placed contemporary British, French, and American class A cruisers—which generally kept within the tonnage limitations (see *Note 3*)—at a severe disadvantage; and where the naval treaties failed significantly was that there was no manner in which they could be enforced. Thus, the expenditure saved by France, the U.K., and the U.S.A. only resulted in the construction of inferior ships, and completely defeated the object of the treaties.

It has often been inferred that the Royal Navy did not anticipate that other navies would build up to the 10,000-ton limit of the Washington Naval Treaty; and that when they did the Royal Navy was reluctantly compelled to follow with a type of cruiser that was recognised as generally unsuitable for British purposes. In actual fact the opposite was the case, and the disenchantment came later.

In the first instance cruiser limits had only been set this high to retain the “Cavendish” class, of which two had been completed (one as an aircraft carrier), and three had been launched by the time of the Washington Conference. It would have served British interests much better if the entire class had been scrapped, in which case the cruiser limits might have been negotiated at the lower limit, 7,500 tons displacement of the “E” class; and perhaps even lower if the latter had been sacrificed as well.

Although the first 10,000-ton cruisers were authorised by Japan and Italy in 1923, later in the same year the Royal Navy tentatively proposed 17 ships of this type, and in the following year an initial programme of eight was put forward. Owing to a change of Government this was reduced to five, to which were added in 1925 two extra ships, owing to an order placed by the Royal Australian Navy. A 5-year programme was drawn-up in 1925 for two types of cruisers: class A of 10,000 tons and eight 8in guns, and the smaller and less expensive class B of 8,000 tons and six 8in guns; and the schedule shown in the accompanying table was proposed.

Almost from its inception the programme was subject to delays and revision. In 1927/28 the class A cruiser was deferred, and transferred to the following year’s programme, and one class B was cancelled; and in 1928/29 both class B were cancelled as a result of the additional class A brought forward. Before they were even laid down both the 1928/29 class A were suspended, and then—in view of the impending London Naval Conference—both were cancelled early in 1930, together with one class A and one class B of the 1929/30 Programme; while the one remaining class B was to build to a smaller 7,000-ton design with 6in guns. Thus, at the opening of the London Naval Conference the Royal Navy had 15 8in gun cruisers built or building—which showed no lack of enthusiasm for the type—and comparative numbers for the other powers were U.S.A. 15, Japan 12, and France and Italy seven each.

As the 10,000-ton cruiser was vastly superior to the ship it replaced, this could not take place on a one-for-one basis; and compounding the difficul-

Estimates	1924/25	1925/26	1926/27	1927/28	1928/29	1929/30	Total
Class A	5 + 2*	4	2	1	1	1	14 + 2*
Class B	—	—	1	2	2	2	7

* for Royal Australian Navy

ties was an even wider divergence in unit cost. Therefore, to meet numerical cruiser requirements it soon became plainly evident on economic grounds that the Royal Navy would have to drop the 10,000-ton type, which, of course, was a more attractive proposition to the other navies which did not have the trade commitments of the U.K. It is relevant to note that at the time the opinion generally held was that a cruiser armed with 8in guns was more than a match for two cruisers armed with 6in guns, assuming they were all of equal speed. While initial consideration was given to smaller cruiser designs with four 8in guns by the Royal Navy, a 6in armament was finally adopted; and the U.K. was able to resolve politically its main difficulty in reverting to smaller cruisers by the London Naval Treaty, which brought a universal halt (see *Note 4*) to the construction of 8in gun cruisers.

Despite the delays and revisions to which the British cruiser programme had been subject, it had progressed with greater rapidity than construction abroad; and it was only after the “Dorsetshire” class (1926/27 Estimates) had been laid down that the tendency of the first foreign designs could be observed.

French “Duquesne” class: Had 50% more power than the *Kent*, and were 3 knots faster; but had only thin 1½in armour applied to the deck, magazines, and turrets.

Italian “Trento” class: Had practically double the power of the *Kent*, and were 4 knots faster; and although protection comprised a 2¾in belt, 2in deck, and 2¾in turrets the total weight devoted to it was less than in the *Kent*.

Japanese “Nachi” class: Were faster, better protected, and better armed than the *Kent*; but as they greatly exceeded Treaty limitations it is not possible to make a direct comparison with the *Kent*.

American “Salt Lake City” class: Had a 1 knot speed advantage over the *Kent*; were protected by a 3in belt, 1½in deck, and 1½in turrets; but shipped two extra guns as triple turrets were arranged in B and X super-firing positions.

American “Northampton” class: Generally as for *Salt Lake City*, but with the main armament rearranged in three triple turrets, and freeboard forward increased.

Both France and Italy aimed for high speed, and secured it, the former by sacrificing protection, and the latter by reducing hull scantlings; and both types had a short endurance, which was utilised by the *Trento* to cut down on

Note 3: By treaty definition the difference between the standard and full load displacements should be accounted for by the total weight of the bunkers and the reserve feed water carried; but an examination of the published displacements of certain American and French class A cruisers showed unaccountable differences of up to 1,000 tons. This would indicate that the violation of treaty limits was not all one-sided, but a matter of degree.

Note 4: Under this treaty the U.S.A. was permitted to build three more 8in gun cruisers, but their construction was to be deferred so that they would not be completed during the currency of the treaty.

Right, upper: The *Penelope* running trials in 1936, and lacking the HA.DCTs forward and aft, but fitted with twin 4in AA mountings. (P. A. Vicary)

Right, lower: The *Cairo* following her conversion to an AA ship in 1939. The tall mainmast was stepped to take AW.RDF, but was temporarily fitted with a D/F aerial. (Wright & Logan)

crew and store space. With the U.S.A. a more balanced design with a shorter hull was adopted for its two classes, and as they were nearly 1,000 tons below treaty limits the weight question was more successfully resolved than by their European counterparts. An inevitable loss of speed was entailed with the low freeboard of the *Salt Lake City*, but this was amply remedied by the raised fo'c'sle deck in the *Northampton*.

Compared with the above ships the *Kent* was the slowest, had the weakest protection (had this been assessed on total weight instead of plate thickness the *Kent* would have shown to better advantage), but had an unrivalled radius of action (closely approached by the American *Salt Lake City* and *Northampton*), the most robust hull, and (together with the French *Duquesne*) matchless weatherly qualities.

The weakness of the British position was that while an early commanding lead was secured with 10,000-ton cruisers they all belonged to the initial series, and that subsequent development was lost to the Royal Navy which had by then abandoned the type. The second series of 10,000-ton cruisers naturally benefited from the shortcomings of the initial series, and all navies put in more armour, France and Italy at the expense of speed, while the U.S.A. had a 1,000-ton margin in hand. The Japanese, of course, were not faced with the same problem. Their initial series already possessed the desired military qualities by disregarding treaty limitations, so that their second series was no more than repeats of the earlier ships with small modifications.

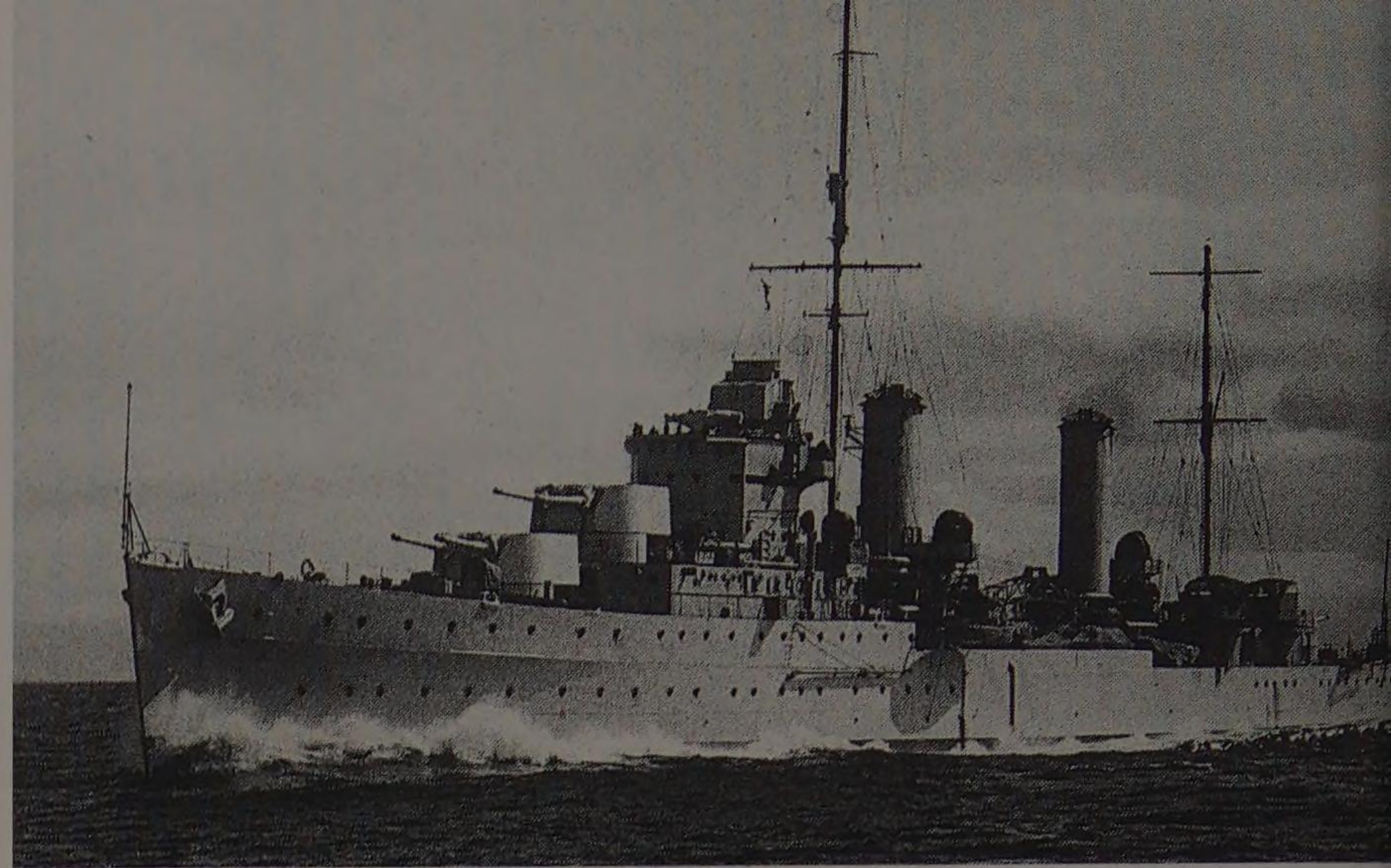
War modifications to cruisers were fairly extensive; and while they followed a general pattern for each class, individual ships varied considerably from one another. In the "C" (those not re-armed) and "D" classes modifications were at first limited to the addition of a few 20mm AA guns, but later both SW and AW.RDF were added; while with the larger "Cavendish" and "E" classes additions were more extensive.

General alterations applicable to the modern cruisers included the removal of all 3pdr saluting guns; the 4in AA guns had prominent zarebas placed round them, ready-use shell lockers were provided in close proximity, and shelters for the gun crews were added (where not already fitted); side screens were provided outboard of the torpedo tubes to protect them from the weather, except when mounted on the open deck and so could not be fitted; small deckhouses to accommodate RDF equipment were added at the feet of the masts, or on the superstructure decks, and tripods replaced pole masts to support the increasing weight of gear aloft.

Many of these modifications could be incorporated into the "Dido" and "Fiji" classes while they were building; so that they generally had a cleaner profile as space was made available in the superstructure for the RDF offices. Although provision was made in several ships for a director for the multiple 2pdr AA mounting it was seldom fitted, as the original optical unit encountered development problems; and not until a fresh RDF-fitted unit was produced was it installed.

Initial modifications were restricted to the addition of a small number of 20mm AA guns, and the provision of SW and AW.RDF; and this was taken a stage further by providing RDF ranging for the LA and HA.DCTs, and shipping more 20mm AA guns. As RDF tended partially to supplant both searchlights and rangefinders; the former were generally reduced to two, and the latter were removed except where fitted in the DCTs and turrets, as they were still required for ranging on shore targets. The increasing amount of topweight, however, caused concern owing to the *ad hoc* manner in which it was carried out—hardly any two ships within a class were similar—and subsequent modifications were on a more planned basis although plagued by production shortages.

With the final phase of modifications more attention was given to refinement—as production targets were met—than just to increasing the AA armament numerically. Aircraft and catapults were removed, and X turret as



well in many ships, to compensate for the additional weights. RDF-fitted barrage directors were provided for the main armament, remote power control for the 4in AA guns, RDF-fitted simple tachymetric directors for the multiple 2pdr AA mountings, single 20mm AA were supplanted by power-operated twin 20mm mountings (which could alternatively ship a single 2pdr or 40mm gun) with tachymetric sights, and warning and fire control RDF were modernised.

It is interesting to reflect that American and Japanese cruisers retained their aircraft as they frequently worked with carrier task forces, and it was their function to provide most of the reconnaissance aircraft so that the maximum number of strike aircraft could be borne by the carriers. The Royal Navy, however, was fighting a different kind of sea war in European waters; and while carrier task forces were a permanent part of the Pacific scene, they were the exception rather than the rule in Europe.

With the large pre-war cruiser building programmes to complete first, and more urgent priorities with other types of warships, only a relatively small number of cruisers—not even sufficient to make good the war losses—was provided under the war programmes. In 1940 it was proposed to build four 8in gun cruisers, but with losses to date totalling only three old cruisers the project was abandoned for other high-priority construction. In the following year approval was given for a programme of seven modified "Fiji" class; and with a sharp increase in losses to ten units (two old and ten modern cruisers) it was essential that some provision be made for replacement construction.

Losses rose to 13 cruisers (three old and ten modern units) in 1942, but were surprisingly light in the following year at only two cruisers (one old and one modern); and with the war swinging in favour of the Allied navies the two final losses (both modern cruisers) occurred in 1944, plus two old cruisers expended for the European invasion. In view of the mounting losses during 1942 two fresh cruiser designs were prepared, but other overriding priorities—first for escort vessels, and then for landing craft—arrested their progress, and none was finally built. However, the 1941 cruisers fared better: three were completed, three were suspended incomplete until after the war (and were eventually completed to a revised design), and only one was scrapped.

While the Royal Navy would never lay claim to have built the best cruisers in the world, they nonetheless turned out a good all-round design that compared favourably with any foreign contemporary. They incurred

heavy losses—50% of what was available at the outbreak of war—and partly contributing to this was the cruiser shortage (that elusive total of 70 was never reached) which kept them overworked and overexposed. There was no sterner testing ground for warships than the Mediterranean, and it was here that British cruisers enjoyed their greatest successes, and suffered most heavily in consequence: 17 of the 32 units lost were accounted for in this area. In this most hostile environment British cruisers were continuously subjected to heavy air and submarine attacks, which their enemy counterparts never encountered on the same scale; and such operations as the evacuation from

Crete and the Malta convoys were hazardous in the extreme. Yet all these undertakings were carried out in the presence of a much superior and concentrated Italian fleet, while the British forces were dispersed at the opposite ends of the Mediterranean. In fact, it is open to question whether any other navy would have continued to deploy cruisers in such dangerous waters; but the area was so vital that the losses had to be accepted in order that command was not relinquished to Axis forces. It was little wonder that the most reassuring sight to lesser warships and merchant ships alike was the enduring British cruiser.

“Birmingham” class: ADELAIDE.

This ship was the final example of a series of medium-sized broadside cruisers which originated with the “Bristol” class (1908), but was halted when the oil-fired “*Arethusa*” class (1912) introduced a new cycle of development on a 25% reduction in displacement. The smaller *Arethusa*, however, did not suit Australian requirements for a trade routes cruiser; and when the *Adelaide* was authorised during the First World War the Australians preferred the earlier—and larger—design to secure the endurance and seaworthiness essential for commerce protection.

The armour was arranged to provide protection for surface action only. There was an end-to-end waterline belt to preserve flotation, which—abreast the machinery spaces—was extended up to the upper deck; and coal (while it was carried) was stowed above the slope of the main deck amidships. As a result there was little in the way of deck protection, and no transverse armoured bulkheads in view of the complete waterline belt. The vertical protection amidships comprised 2in armour laid on 1in hull plates, and as double curvature could not be applied to armour plates the hull in this region had to be flat-sided. Below the main deck the hull was divided by 20 bulkheads; and a longitudinal bulkhead on each side enclosed the machinery spaces, and the adjoining bulkheads forward and aft. Thus, with her weak deck protection and poor AA armament the *Adelaide* could not be exposed to air attack, and was too slow for fleet work; but she was usefully employed as an ocean escort for convoys.

It was planned to modernise the *Adelaide* by converting all boilers to oil-firing (eight of the twelve were coal-fired), which enabled the two forward boilers and the fore funnel to be removed; replacing the third and fourth funnels by a single larger casing; reducing the main armament to six 6in

“BIRMINGHAM” CLASS: LEGEND PARTICULARS

Displacement: 5,100 tons (6,550 tons full load).

Dimensions: 430 (pp)/462¾ (oa) × 49¾ ×d/15¾ (.... full load) feet.

Machinery: Ten Yarrow water-tube boilers (...lb/in²), two shafts, Parsons turbines SHP 25,000 = 25½ knots (23 full load) knots.

Bunkers & radius: O.F. 1,412 tons,nm @ ...k.

Protection: Main belt 1½in (fwd)/3in (amid)/1½in (aft). Main deck ¾in (fwd)/1½in (over machinery spaces)/¾in (aft)/1½in (over steering gear). Gunshields 1in.

Armament: Eight 6in (8×1), three 4in AA (3×1) guns.

Complement: 470 (... war).

guns, but mounting them all on the centreline; adding two 4in AA guns amidships, two 2pdr AA guns abreast the bridge, and an HA.DCT at the head of the tripod foremast; and modifying the bridgework to incorporate a shelter deck forward and aft of it. The 6in guns were arranged two forward and one aft of the bridge, one amidships, and two aft; with Nos. 2 and 5 guns superimposed.

When the ship was taken in hand during 1938/39 the proposed alterations were cut back. The fore funnel and two forward boilers were removed, and the remaining boilers converted to oil-firing; a single centreline 6in gun replaced the two broadside guns on the fo’c’sle; two 4in AA (2×1) guns were added well aft, at the break of the fo’c’sle; and the 3in AA on the after superstructure was replaced by a third 4in AA gun; an HA.DCT was fitted on the foremast, and the submerged torpedo tubes were removed.

Few alterations were effected during the ensuing Second World War other than one 6in and one 4in AA being removed, six 20mm AA (6×1) guns being added, and probably AR.285 RDF being added to the HA.DCT.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..../14							
L.47	ADELAIDE	Cockatoo (Sydney)	Cockatoo (Sydney)	20.11.17	27. 2.28	4. 8.23	RAN; sold Australian Iron & Steel 24/1/49, arrived Port Kembla 30/3/49 for scrapping.

“Caledon” class: CALEDON, CALYPSO, CARADOC.

Progressive developments with the “*Arethusa*” class, and the follow-on “*Caroline*”/“*Calliope*”/“*Cambrian*” classes resulted in:

(a) a mixed (6in and 4in) battery being replaced by a single calibre (6in) battery; and

(b) the introduction of reduction gearing to improve propulsion efficiency. These developments were taken a stage further by Armstrong’s design for two Turkish cruisers (subsequently acquired by the Royal Navy on the outbreak of the First World War, and placed in service as the *Centaur* and *Concord*) which had an additional 6in gun worked in abaft the bridge. In addition to the forward and aft magazines, there was an amidships magazine separating the boiler and engine rooms, so that a direct supply of shell was available to all guns.

By adopting oil-firing the *Arethusa* and subsequent designs were deprived of the protection afforded by arranging the coal bunkers over the slope of the armoured deck at the side, so that the practice of providing only internal deck protection for small cruisers had to be abandoned for one of external side armour; and this system was perpetuated in all succeeding light cruiser de-



Above: The *Calypso* ca1930 was subsequently little altered except that the searchlights on the foremast were later removed, and those on the fore funnel were moved aft and replaced the flying-off platform which was taken out. (Admiralty)



Above: The *Caledon* (1944) re-armed as an AA vessel. A shelter deck has been added forward, the re-modelled bridge has been moved aft, and HA.DCTs are stepped forward and aft. There is a twin 40mm AA mounting amidships, twin 20mm AA mountings on each side between the funnels, and two twin 20mm AA mountings on each side aft. Carried at the head of the tall tripod mainmast was AW.286 RDF, aft of which was the SW.271. (Admiralty)

signs up to the end of the First World War. Thus, protection was arranged with only surface action in mind, and deck armour was practically non-existent as the belt was considered deep enough to provide protection against plunging shellfire. As a result the ensuing “C”/“D”/“E” and “Cavendish” classes were ill-fitted to cope with attacks by aerial bombs. This, of course, is no reflection on designs which could not be reasonably expected to anticipate future development so fundamentally different from the original specifications: in 1914 the main threat was from surface attack, 25 years later it was from the air.

As in the earlier classes protection was derived from a combination of shell plating and side armour. Amidships the shell plating was 1 in thick, and was covered by a broad belt of armour extending from the upper deck to 2½ft below the waterline. Forward and aft shell plating was reduced to ½in/¾in; and was covered by a narrower belt (from 4ft below the upper deck) 1 in/1½in thick forward, and 1½in thick aft. The belt terminated 50ft short of the stern, but this area was protected by a 1 in curved armoured deck over the steering gear at main deck level. On the upper deck amidships 1 in armour was only laid on the three outboard strakes (*ca*15ft) on each side over the machinery spaces, so that the hull was virtually wide open to air attack.

The class closely followed the Armstrong design except that the submerged torpedo tubes were replaced by twin mounts on the upper deck, and the 3 in AA gun was moved forward and sided on each side of the fore funnel. A fourth unit—the *Cassandra*—was lost during the Russian campaign that followed the First World War. Except for small modifications to the bridge-work and after superstructure, and the removal of the flying-off platform

fitted only on the *Caledon*, the ships were little altered during the inter-war years.

Early Second World War modifications included fitting SW.273 RDF on a much reduced after superstructure, and AW.286 at the mastheads; and the addition of two 20mm AA (2×1) guns in the bridge wings, and three more (3×1) on the aft shelter deck where they supplanted the 2pdr AA guns.

During 1942/43 the *Caledon* was re-armed as an AA vessel by Chatham Dockyard, when a new bridge was placed farther aft, and was extended forward to form a short shelter deck, and she was re-rigged with tripod masts. Three twin 4 in AA mountings were shipped—two forward and one aft—controlled by an HA.DCT fitted with AR.285 RDF on the bridge, together with twin 40mm AA on each side amidships, each with its own AR.282 RDF barrage director, and six twin 20mm AA mountings disposed along the upper deck. AR. 286 RDF was carried at the head of the tripod mainmast, with SW.273 located on deck abaft it; and a further barrage director with AR.282 was sited on the after superstructure. Later, three 40mm A (3×1) and two 20mm AA (2×1 in the bridge wings) were added. The *Caradoc* remained unaltered, and was paid-off into reserve in 1944 to serve as an accommodation ship.

“CALEDON” CLASS: LEGEND PARTICULARS

Displacement: 4,180 tons (5,150 tons full load).
Dimensions: 425 (pp)/450 (oa) × 42¾ × ...d/14¾ (16 full load) feet.
Machinery: Six Yarrow water-tube boilers (235lb/in²), two shafts, Parsons SR geared turbines SHP 40,000 = 29 (27½ full load) knots.
Bunkers & radius: O.F. 935 tons, 2,240/1,625nm @ 24/27½k.
Protection: Main belt 1½in–2in–2¼in (fwd)/3in (amid)/2¼in–2in (aft). Upper deck 1 in (outboard strakes over machinery spaces), main deck 1 in (aft over steering gear). Gunshields 1 in.
Armament: Five 6 in (5×1), two 3 in AA (2×1), two 2pdr AA (2×1) guns; eight 21 in (4×2) T.T.
Complement: 400 (437 flag/.... war).

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 8/12/15							
1.53	CALEDON	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	17. 3.16	25.11.16	7. 3.17	Sold Dover Industries 22/1/48, arrived Dover 14/2/48 for scrapping.
1.61	CALYPSO	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	7. 2.16	24. 1.17	21. 6.17	Torpedoed Italian submarine BAGNALINO south of Crete 12/6/40.
1.60	CARADOC	Scotts (Greenock)	Scotts (Greenock)	21. 2.16	23.12.16	16. 6.17	Sold T W Ward ..../3/46, arrived Briton Ferry 5/4/46 for scrapping.
.....	CASSANDRA	Vickers (Barrow)	Vickers (Barrow)	 3.16	25.11.16	29. 6.17	Mined Gulf of Finland 4/12/18.

“Ceres” class: CARDIFF, CERES, †COVENTRY, ‡CURACOA, *†CURLEW.

While generally similar to the preceding *Caledon* one alteration significantly improved the all-round performance of this class. The bridge was moved farther aft, and the 6in gun abaft it was repositioned on a shelter deck forward of the bridge, from where it could fire over the fo’c’sle (No. 1) gun. As a result bow fire was increased, and with the bridge weight concentrated farther aft the ships were less likely to bury their bows in a head sea. For their time they were the finest light cruisers of their day, were excellent returns on a modest displacement, and had their 6in guns well dispersed, with 50ft between the two forward and two aft guns respectively.

Minor alterations effected after completion included the addition of two 2pdr AA (2×1) guns on the after shelter deck, and the removal of the conning tower forward, and in the *Coventry* only a flying-off platform—fitted during the First World War—was removed a few years later.

In 1935 the *Coventry* and *Curlew* were taken in hand for prototype conversions to AA vessels, with the minimum of structural alteration, when all armament and the after superstructure were removed, and the bridgework was modified. They were re-armed with ten 4in AA (10×1) guns disposed No. 1 gun on the fo’c’sle, Nos. 2 & 3 abreast the fore funnel, Nos. 4 & 5 *en echelon* abaft the aft funnel, Nos. 6 & 7 on the upper deck farther aft, No. 8 on the aft shelter deck, and Nos. 9 & 10 on the quarterdeck. The original provision to ship a multiple 2pdr AA mounting on both the forward and aft shelter decks, each with its own director, was implemented at first; but as this weapon was in short supply the after one was later removed, while the directors—which had encountered difficulties in development—were never fitted. At the head of the tripod foremast the 6in control top was replaced by an open air defence position (ADP) and an HA.DCT, and a second HA.DCT was positioned aft.

These conversions were an early appreciation of the danger from air attack; and as their usefulness was reported on favourably, it was proposed

Below: In order to ship AW.286 RDF in 1940 the *Coventry* had a fore topmast added, and stepped a tall tripod mainmast, which necessitated the removal of Nos 6 and 7 4in AA guns; while two twin .5in AA machine guns were added on the aft shelter deck. (Admiralty)

“CERES” CLASS: LEGEND PARTICULARS

Displacement: 4,190 tons (5,150 tons full load).

Dimensions: 425 (pp)/451½ (oa) × 43½ × ...d/14¼ (15½ full load) feet.

Machinery: Six Yarrow water-tube boilers (235lb/in²), two shafts, Brown-Curtis except * Parsons SR geared turbines SHP 40,000 = 29 (27½ full load) knots.

Bunkers & radius: O.F. 935 tons, 2,240/1,625nm @ 24/27½k.

Protection: Main belt 1½in–2in–2¼in (fwd)/3in (amid)/2¼in–2in (aft). Upper deck 1in (outboard strakes over machinery spaces), main deck 1in (aft over steering gear). Gunshields 1in.

Armament: Five 6in (5×1), two 3in AA (2×1), two 2pdr AA (2×1) guns; eight 21in (4×2) T.T. except † ten 4in AA (10×1), eight 2pdr AA (1×8) guns and ‡ eight 4in AA (4×2), four 2pdr AA (1×4), eight .5in AA machine (2×4) guns.

Complement: 400 (437 flag/439 war).

similarly to convert the other units of this class, and the succeeding “Cape-town” class, to a modified design. This later modification was only extended to the *Curacoa*, as the outbreak of the Second World War prevented the *Cardiff* and *Ceres* being taken in hand.

So that AW.286 RDF could be installed on the *Coventry* a topmast was fitted to the foremast, and a tripod mainmast was stepped in 1940. As the latter restricted the arcs of Nos. 6 & 7 4in AA guns they were removed, but two 20mm AA (2×1) guns and a multiple .5in machine gun mounting were added farther aft. In 1940/41 the *Curacoa* was fitted with SW.273 RDF at the foot of the mainmast, AW.286 at the mastheads, and AR.285 on the HA.DCTs. Two 20mm AA (2×1) guns were added in the bridge wings, two more 20mm AA (2×1) replaced the multiple machine guns abreast the fore funnel, and a 2pdr AA gun on the after shelter deck; and a director fitted with AR.282 RDF was installed on the bridge for the multiple 2pdr AA mounting.

Early war modifications to the *Cardiff* and *Ceres* included the addition of a 2pdr AA gun (in *Ceres* only), and four (*Ceres*)/six (*Cardiff*) 20mm AA (4/6×1) guns; and the fitting of SW.273 RDF on the after superstructure. Later, the *Ceres* had all the torpedo tubes removed, and four more 20mm AA (4×1) added. From 1940/45 the *Cardiff* served as a gunnery training ship, while the *Ceres* was used as an accommodation ship after paying-off into reserve in 1944.



“Capetown” class: †CAIRO, †CALCUTTA, †CAPETOWN, *†CARLISLE, *COLOMBO.

To improve seaworthiness this class was given marked sheer forward (colloquially referred to as a trawler bow), and while all were designed to incorporate an aircraft hangar in the bridge—thus eliminating the conning tower—only the *Carlisle* was so completed. The hangar was subsequently removed, and the bridgework altered to conform with the other units.

All except *Colombo* were taken in hand in 1938/39 for conversion to AA vessels, but on somewhat simpler lines than the *Coventry* and *Curlew*, so as to reduce their time in dockyard hands. Twin 4in AA mountings replaced the 6in guns in all positions except No. 2 where a multiple 2pdr AA mounting was substituted; and multiple machine guns replaced the 3in AA guns abreast the fore funnel. An ADP and an HA.DCT was placed at the head of the tripod foremast, the after superstructure was suppressed, and a tall tripod mainmast was stepped aft together with another HA.DCT. The same conversion was also extended to the *Curacoa* of the preceding class.

War modifications included the addition of eight 20mm AA (8×1) in the bridge wings, abreast the fore funnel (where they replaced the multiple machine guns), abreast the mainmast, and on the aft shelter deck; and the fitting of SW.272/273 RDF forward of the mainmast, AW.286 at the mastheads, AR.285 on the HA.DCTs, and AR.282 on the director on the bridge for the multiple 2pdr AA mounting. Later, twin 20mm AA mountings replaced the single guns except those in the bridge wings in the *Carlisle*, and probably in the *Capetown*.

The *Colombo* was finally taken in hand for conversion to an AA vessel in 1942, but with modified arrangements similar to the earlier *Caledon*. A twin 4in AA replaced the multiple 2pdr AA mounting on the forward shelter deck, single 20mm AA guns were shipped in the bridge wings, and twin 20mm AA mountings replaced multiple machine guns abreast the fore funnel, in No. 3 position multiple 2pdr AA were sided to port and starboard of the centreline twin 4in AA mounting, single 20mm AA were shipped abreast the mainmast, and in No. 4 position three/four twin 20mm AA mountings were disposed around a small aft superstructure; while twin 4in AA mountings were in Nos. 1 & 5 positions.

The HA.DCT was sited on the open bridge, which was also enlarged to serve as an ADP; and the SW.273 RDF was positioned farther aft—abaft the mainmast—to narrow its blind arc of search across the bow. Re-rigged

“CAPETOWN” CLASS: LEGEND PARTICULARS

- Displacement:** 4,290 tons (5,250 tons full load).
- Dimensions:** 425 (pp)/451½ (oa) × 43½ × ...d/14¼ (15½ full load) feet.
- Machinery:** Six Yarrow water-tube boilers (235lb/in²), two shafts, Parsons except * Brown-Curtis SR geared turbines SHP 40,000 = 29 (27½ full load) knots.
- Bunkers & radius:** O.F. 935 tons, 2,240/1,625nm @ 24/27½k.
- Protection:** Main belt 1½in–2in–2¼in (fwd)/3in (amid)/2¼in–2in (aft). Upper deck 1in (outboard strakes over machinery spaces), main deck 1in (aft over steering gear). Gunshields 1in.
- Armament:** Five 6in (5×1), two 3in AA (2×1), two 2pdr AA (2×1) guns; eight 21in (4×2) T.T. except † eight 4in AA (4×2), four 2pdr AA (1×4), eight .5in AA machine (2×4) guns.
- Complement:** 400 (439 war).



Above: The *Carlisle* (top) was re-armed as the *Cairo*, while the *Colombo* (above) adopted the modified arrangement of the *Caledon*. (IWM/Admiralty)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..4/16							
I.58	CAPRICE	Fairfield (Govan)	Fairfield (Govan)	22. 7.16	12. 4.17	26. 6.17	CARDIFF (1916); sold West of Scotland Shipbreaking 23/1/46, arrived Troon 18/3/46 for scrapping.
I.59	CERES	J Brown (Clydebank)	J Brown (Clydebank)	11. 7.16	24. 3.17	2. 6.17	Sold Hughes Bolckow 5/4/46, arrived Blyth 12/7/46 for scrapping.
I.43	CORSAIR	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	14. 8.16	6. 7.17	8. 2.18	COVENTRY (1916), completed Pembroke Dockyard; bombed German & Italian aircraft off Tobruk 14/9/42.
I.41	CURACAO	Pembroke Dockyard	Harland & Wolff (Belfast)	13. 7.16	5. 5.17	18. 2.18	Collision mercantile <i>Queen Mary</i> north of Ireland 2/10/42.
I.42	CURLEW (i)	Armstrong Whitworth (Walker)	Vickers (Barrow)	21. 8.16	5. 7.17	14.12.17	Bombed German aircraft off Skaanland 26/5/40.
Ordered ..6/17							
I.87	CAIRO	Cammell Laird (Birk- enhead)	Cammell Laird (Birk- enhead)	28.11.17	19.11.18	24. 9.19	Torpedoed Italian submarine AXUM 12/8/42 off Bizerta 12/8/42.
I.82	CALCUTTA	Armstrong Whitworth (Walker)	Vickers (Barrow)	18.10.17	9. 7.18	21. 8.19	Bombed German & Italian aircraft 80 miles north of Alexandria 1/6/41.
I.88	CAPETOWN	Cammell Laird (Birk- enhead)	Cammell Laird (Birk- enhead)	23. 2.18	28. 6.19	14.10.22	Completed Pembroke Dockyard; sold T W Ward 5/4/46, arrived Preston 2/6/46 for scrapping.
I.67	CARLISLE ex-Cawnpore	Fairfield (Govan)	Fairfield (Govan)	2.10.17	9. 7.18	16.11.18	Bombed Italian aircraft Scarpanto Strait & written-off as constructive total loss, hulked (1944); scrapped Alexandria ..../49.
Ordered ..7/17							
I.89	COLOMBO	Fairfield (Govan)	Fairfield (Govan)	8.12.17	18.12.18	18. 6.19	Sold J Cashmore 22/1/48, arrived Newport 13/5/48 for scrapping.

with light tripod masts, at the heads of which AW.286 was carried, the *Colombo* was also fitted with AR.285 on the HA.DCT, and AR.282 on the director for the multiple 2pdr AA mountings.

In 1944 the *Capetown* was paid-off into reserve to serve as an accommodation ship, and the *Colombo* was paid-off the following year. It should be

noted that the correct spelling for the South African city and port is Cape Town, but it was merged into a single word by the Royal Navy.

“Cavendish” class: EFFINGHAM, FROBISHER, HAWKINS.

When this class was authorised in 1915 they were the first large cruisers to be ordered by the Royal Navy for a decade, as the large (armoured) cruiser had been completely supplanted by the battlecruiser in 1906; and only light (2nd and 3rd class) cruisers had been built since then. While some of the latter were certainly deficient in size and endurance for employment on the trade routes, these shortcomings were liberally remedied when the design of this class was cast.

At the time it was reported that the German Navy were shipping heavier guns on their auxiliary raiding cruisers, and therefore a gun armament much superior to the contemporary “C” class was proposed. Of the alternatives put forward a single calibre 7.5in armament was adopted in preference to varied combinations of 9.2in and 6in guns, or fourteen 6in guns; and this together with a sea speed of 30 knots, and a wide radius of action, resulted in a displacement double that of the “C” class. So that their sphere of action would be unfettered, and not dependent on either coal or oil, the boilers were arranged for dual firing (four coal and six oil).

The main armament was disposed generally as in the “C” class except that as the amidships gun could not be accommodated on the centreline, mountings were arranged on each side; and a long quarterdeck permitted shipping an additional gun aft. To secure 30deg elevation the centreline guns were mounted in shallow wells, while the beam guns were on low platforms above deck level; and they were controlled from a director and spotting top at the head of the tripod foremast. A secondary armament of twelve 3in guns was disposed two below the forward shelter deck (firing through lidded ports), two in the bridge wings, two between the funnels, four abaft the aft funnel on HA mountings, and two at the break of the fo’c’sle deck. Six fixed tubes were provided for torpedoes: two submerged forward, and four above water amidships.

Protection was also similar to the “C” class with an end-to-end main belt, but the deep portion was extended forward and aft, so that the upper deck side was armoured between No. 1 gun and the break of the fo’c’sle. While deck protection was not strengthened it was more extensive, with partial armoured decks over the boilers rooms (at upper deck level) and the engine rooms (at lower deck level); and the former were flanked by deep coal bunkers extending up to the main deck. The side was sloped inboard over practically its whole length, so that a narrow external bulge—extending from the

turn of the bilge to the bottom edge of the main belt—was wholly submerged, and only protruded ½ft beyond a vertical dropped from the fo’c’sle deck edge.

Their construction was not pressed with any urgency, except that the lead ship—the *Cavendish*—was rapidly advanced to completion once she had been selected for conversion to an aircraft carrier. Renamed *Vindictive* she omitted Nos. 2, 5 & 6 guns, grouped six 3in in the bridge wings (2×1) and between the funnels (4×1), was provided with a 215ft landing-on deck aft and a 100ft flying-off deck forward, and could operate six/eight aircraft.

Of the remainder, the *Hawkins*—which was well advanced—was completed in 1919; while the remaining three—*Raleigh*, *Frobisher*, and *Effingham*—were placed in service at a leisurely rate between 1921 and 1925, and were converted to oil-firing only which enabled the installed power to be increased by 10,000 SHP. The 3in guns were not mounted except in the *Hawkins*, which shipped four 3in AA guns only; they were replaced by two 4in AA (2×1) guns in the others, with the addition of a third 4in AA gun—mounted between Nos. 6 & 7 guns—in the *Frobisher* and *Effingham*. In addition, two 2pdr AA (2×1) guns were positioned in the bridge wings. The whole class proved excellent seaboats, and steamed well; but for no apparent reason—other than to deceive the enemy—they were officially referred to as the improved “Birmingham” class, although they bore no resemblance

EFFINGHAM: LEGEND PARTICULARS

Displacement: 9,550 tons (12,100 tons full load).

Dimensions: 565 (pp)/605 (oa) × 58/65 (across bulges) ×d/17¼ (20½ full load) feet.

Machinery: Eight Yarrow water-tube boilers (235lb/in²), four shafts, Brown-Curtis SR geared turbines SHP 58,000 = 29½ (28 full load) knots.

Bunkers & radius: O.F. 2,500 tons, 5,400nm @ 14k.

Protection: 1½in–2½in (fwd)/3in (amid)/2½in–2¼in–1½in (aft), upper belt 1½in (fwd)/2in (amid). Upper deck 1in–1½in (over boiler rooms), main deck 1in–1½in (over engine rooms)/1in (aft over steering gear). Gunshields 1in. Externally bulged.

Armament: Nine 6in (9×1), eight 4in AA (4×2), eight 2pdr AA (2×4), twelve .5in AA machine (3×4) guns; four 21in (4×1 fixed) T.T.; one aircraft & catapult.

Complement: 712/750 (flag).

FROBISHER, *HAWKINS: LEGEND PARTICULARS

Displacement: 9,860 except * 9,800 tons (12,450 tons full load).

Dimensions: 565 (pp)/605 (oa) × 58/65 (across bulges) ×d/17¼ (20½ full load) feet.

Machinery: Ten Yarrow water-tube boilers (235lb/in²), four shafts, Brown-Curtis SR geared turbines SHP 65,000 = 30½ (29 full load) knots except * eight Yarrow water-tube boilers (235lb/in²), four shafts, Parsons SR geared turbines SHP 55,000 = 29½ (28 full load) knots.

Bunkers & radius: O.F. 2,150 except * 2,600 tons, 5,400nm @ 14k.

Protection: 1½in–2½in (fwd)/3in (amid)/2½in–2¼in–1½in (aft), upper belt 1½in (fwd)/2in (amid). Upper deck 1in–1½in (over boiler rooms), main deck 1in–1½in (over engine rooms)/1in (aft over steering gear). Gunshields 2in (face)/1in (crown & sides). Externally bulged.

Armament: Five 7.5in (5×1), five 4in AA (5×1), sixteen 2pdr AA (4×4), seven 20mm AA (7×1) except * seven 7.5in (7×1), four 4in AA (4×1), eight 2pdr AA (2×4), eight 20mm AA (8×1) guns; four 21in (4×1 fixed) T.T.

Complement: 712 (.... war).



Left: The *Effingham* fitting-out in 1938 with new armament and control arrangements. The HA.DCTs forward and aft, the multiple 2pdr AA mountings abreast the bridge, and the aircraft and catapult are not yet shipped. (NMM)

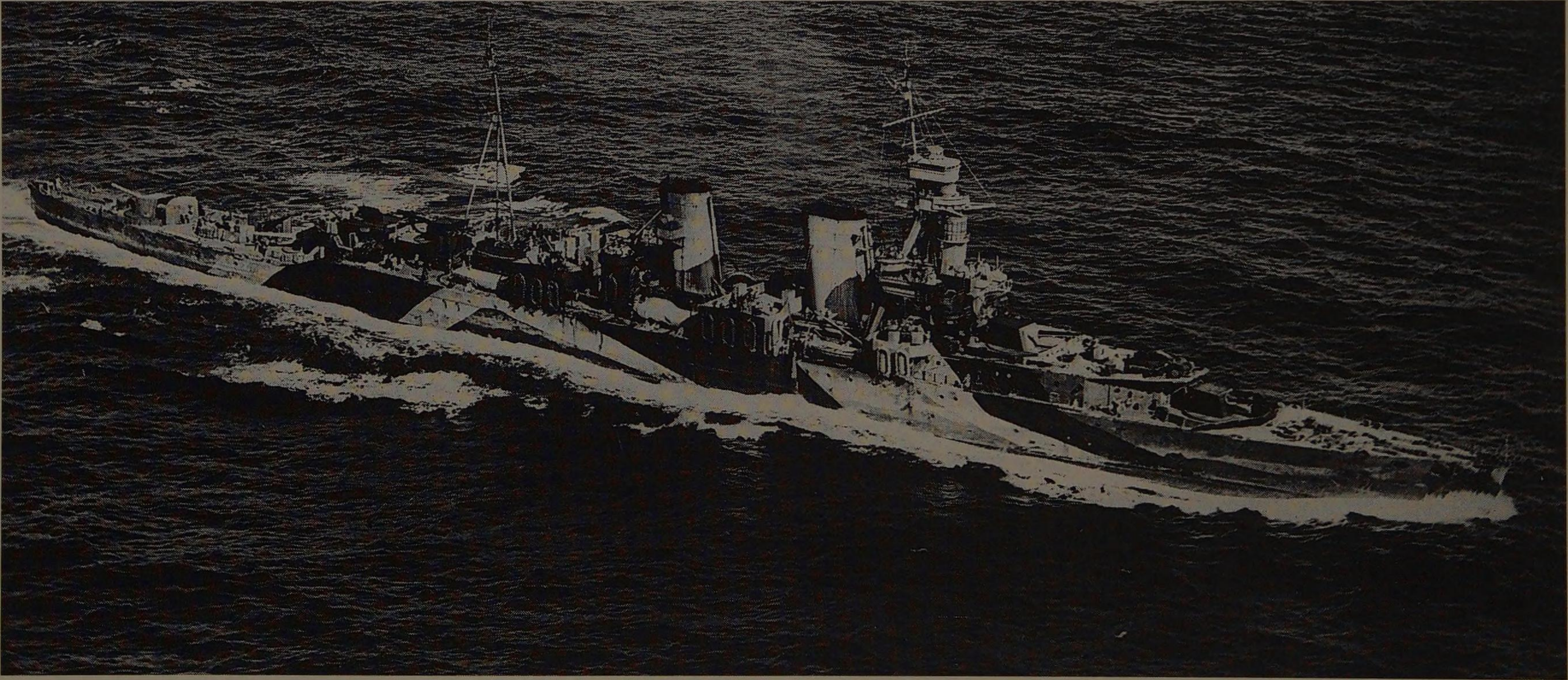
to the earlier broadside cruisers of this type (refer to the *Adelaide* listed earlier).

The *Raleigh* was wrecked in 1922, and during 1923/25 the *Vindictive* (ex-*Cavendish*) was converted back to a cruiser. She retained the hangar forward, so that No. 2 gun was not mounted, but a catapult and crane replaced the flying-off deck on the hangar roof. When refitted in 1929, the *Hawkins* was converted to oil firing only, but as two boilers were removed there was no increase in the installed power; and the four 3in AA were replaced by an equal number of 4in AA (4×1) guns. From 1932 the *Frobisher* served as a training ship—some of her armament was removed in consequence—until 1937 when she was relieved of this duty by the *Vindictive*, which had been disarmed, and specially converted for this role. All were scheduled for scrapping in 1936, except the *Vindictive* which was no longer a combatant warship, but were retained under the escalator clause of the second London Naval Treaty (1935).

The *Effingham* was extensively refitted and re-armed in 1937/38. She had the two after boiler rooms removed, with the uptakes from the remaining boilers led to a single large funnel positioned slightly farther aft than the original fore funnel; and there was a corresponding reduction in installed power. The seven 7.5in were replaced by nine 6in guns, the two additional weapons being mounted between the former Nos. 1 & 2 forward, and Nos. 5 & 6 aft; and the submerged torpedo tubes forward were taken out. The AA armament was strengthened to four 4in (4×1) guns sided abreast the funnel and the after superstructure, two multiple 2pdr AA (2×4) mountings replaced the single 2pdr guns in the bridge wings, and three multiple machine guns were sided on the after superstructure and between Nos. 8 & 9 guns aft. The raked fore topmast and the mainmast were removed and replaced by vertical masts, and a catapult and crane for a single aircraft were shipped aft of the funnel. At the head of the original stump tripod foremast the spotting top



Above and below: The *Frobisher* in 1942 omitted the beam 7.5in guns, and shipped two additional multiple 2pdr AA mountings (at the break of the fo’c’sle deck aft), and one extra 4in AA gun (on the quarterdeck). (Admiralty)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..12/15							
I.86	HAWKINS	Chatham Dockyard	Parsons (Wallsend)	3. 6.16	1.10.17	19. 7.19	Sold Arnott Young 26/8/47, arrived Dalmuir ..12/47 for scrapping.
	RALEIGH	Beardmore (Dalmuir)	Beardmore (Dalmuir)	9.12.15	28. 8.19	20	Wrecked Belle Isle Strait 8/8/22.
I.81	FROBISHER	Devonport Dockyard	Wallsend Slipway	2. 8.16	20. 3.20	3.10.24	Sold J Cashmore 26/3/49, arrived Newport 11/5/49 for scrapping.
I.98	EFFINGHAM	Portsmouth Dockyard	Harland & Wolff (Belfast)	2. 4.17	8. 6.21	9. 7.25	Wrecked Faksen Shoal 17/5/40 & torpedoed by destroyer MATABELE.
Ordered ..4/16							
I.36	CAVENDISH	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	 7.16	17.1.18	21. 9.18	Completed aircraft carrier VINDICTIVE (1918), converted cruiser (1925), converted training ship (1937).



was placed below the director platform, and two HA.DCTs were added: one forward and one aft. In the following year the single 4in AA guns were replaced by twin mountings; but while the air defence of the *Effingham* was brought up to the same standard as the modern cruisers, there was no reinforcement of her thin deck armour.

It was planned to alter the *Frobisher* and *Hawkins* on the same lines as the *Effingham*, but with other more urgent priorities they had only been disarmed by the outbreak of the Second World War. They both re-shipped their original 7.5in guns, but the beam guns were omitted in the *Frobisher* so that 4in gun decks could be extended out to the ship's side, and their arcs of fire were considerably improved. Early war modifications incorporated before, or shortly after, they were placed back in service in 1940/41 included the addition of:

(a) two (*Hawkins*)/four (*Frobisher*) multiple 2pdr AA (2/4×4) mountings placed in the bridge wings (in both), and at the break of the fo'c'sle deck (in *Frobisher* only);

“D” class: DANAЕ, *DAUNTLESS, †DELHI, ††DES-PATCH, ††*DIOMEDE, DRAGON, †DUNEDIN, †DURBAN.

This class was lengthened some 20ft over that of the “C” class so that an additional 6in gun could be mounted aft of the bridge—a dubious acquisition owing to its limited arcs of fire—and by substituting triple for twin torpedo tubes they mounted the heaviest torpedo armament in a cruiser for their day.

The first three units—the *Danae*, *Dauntless*, and *Dragon*—were ordered prior to the “Capetown” class, and so had only normal sheer forward, while the remainder (including the cancelled ships) were given marked sheer forward; while the *Despatch*, *Diomedé* and the cancelled ships all had their beam increased by ½ft. Only the *Dauntless* and *Dragon* were completed with an aircraft hangar incorporated into the bridge, but the other units—except the *Danae*—were subsequently provided with flying-off platforms aft.

The original provision was for the same AA armament as the *Capetown*, two 3in and two 2pdr guns, but the last three to be completed—the *Durban*, *Despatch*, and *Diomedé*—all shipped 4in guns; and in addition the *Diomedé* mounted her fo'c'sle gun in a turret, which enabled it to be worked in adverse

Above: As re-armed the *Effingham* mounted nine 6in (9×1) guns, and by the outbreak of war twin 4in AA mountings had replaced the single 4in AA guns. The aircraft and catapult were not finally fitted. (Admiralty)

(b) seven (*Frobisher*)/eight (*Hawkins*) 20mm AA (7/8×1) guns;

(c) HA.DCTs stepped abaft the aft funnel: two in *Frobisher* and one in *Hawkins*; and

(d) SW.271 RDF on the bridge, AW.286 at the mastheads, AR.285 on the HA.DCTs, and AR.282 (in *Frobisher* only) on the bridge barrage directors, while a tripod replaced the pole mainmast. From the foregoing it is evident that the *Frobisher* with two fewer 7.5in guns had a superior AA armament to the *Hawkins*. By the close of the war there had been little further alteration except for the addition of some 20mm AA guns.

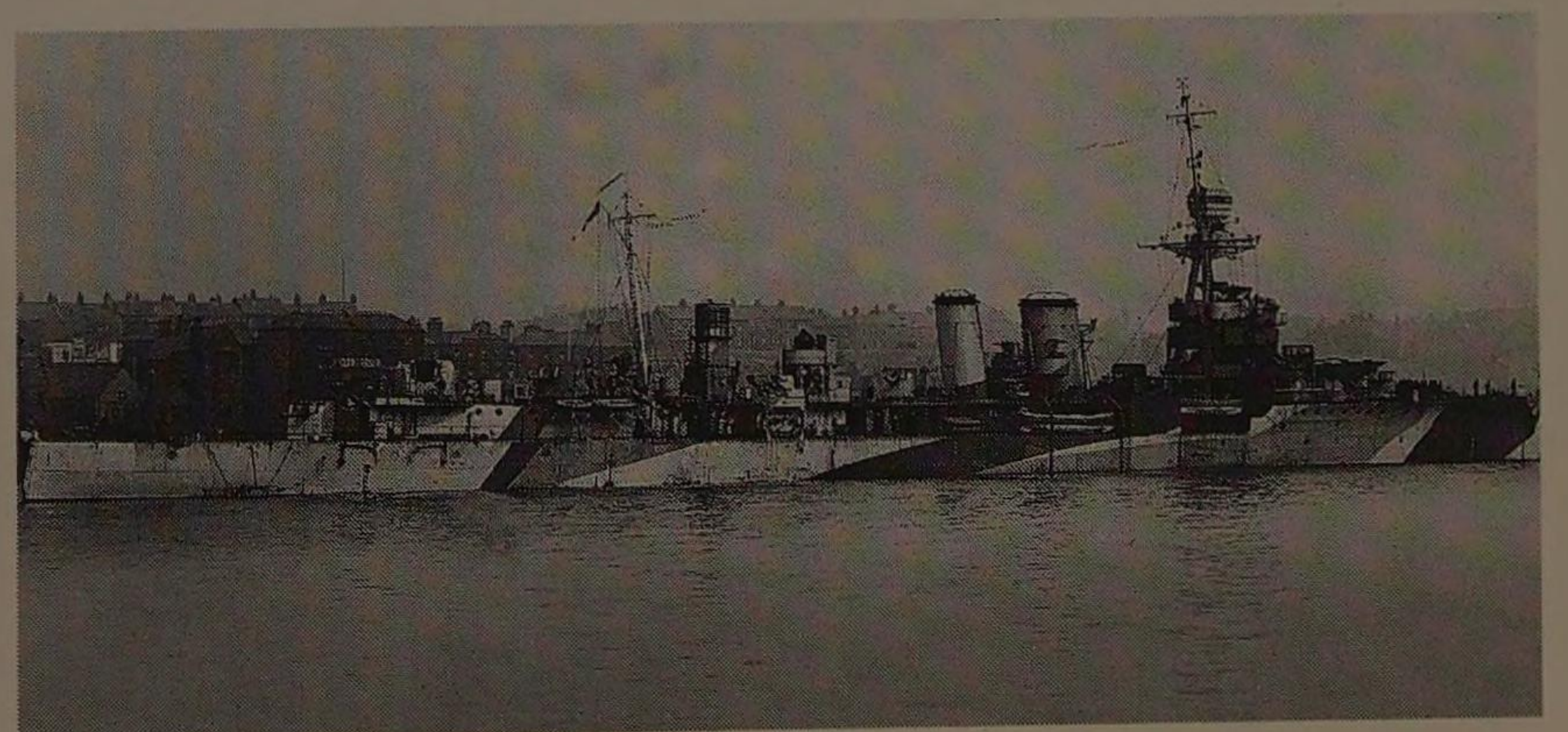
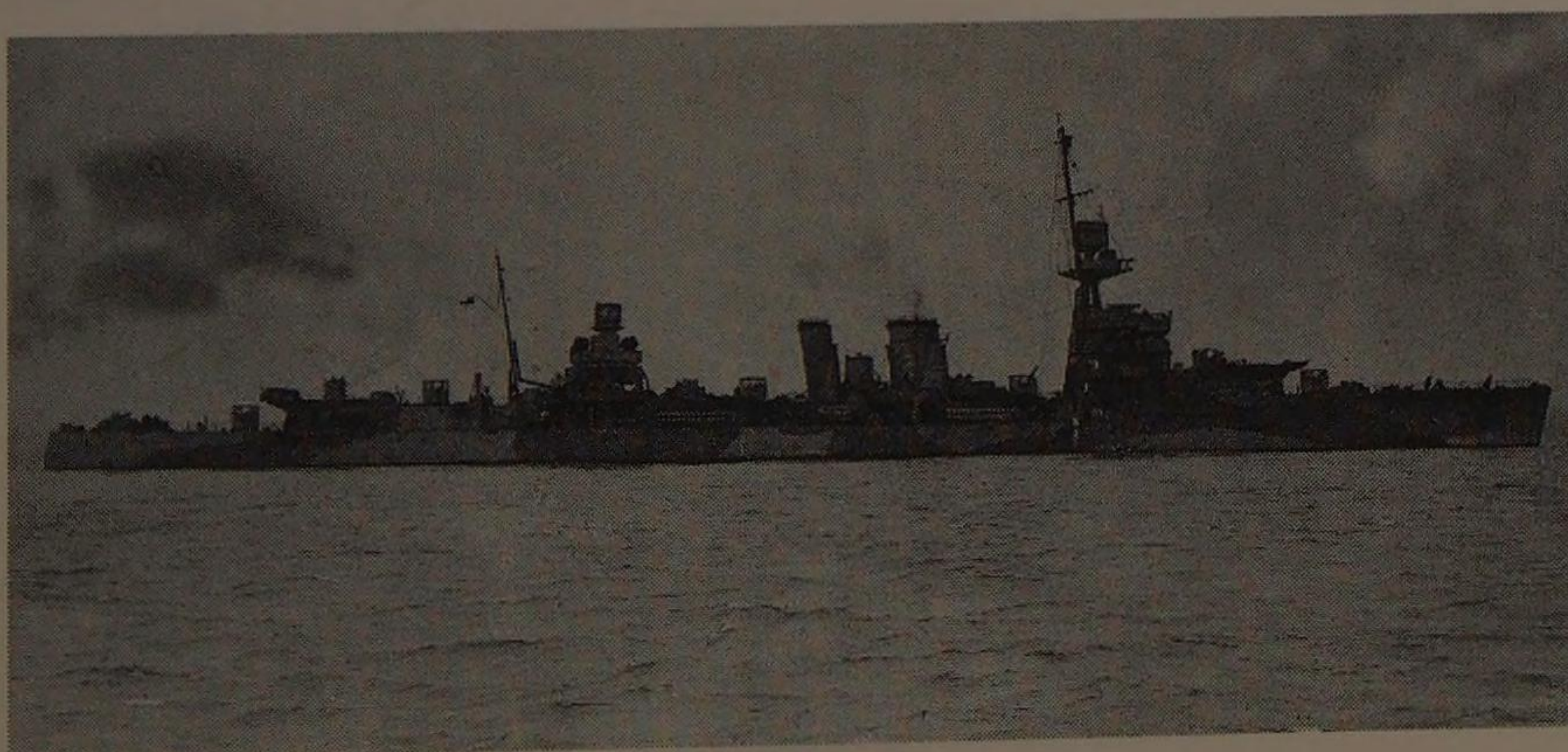
Ironically, the modernised *Effingham* became an early war loss; but the other pair served continuously on the ocean trade routes until 1944/45 when they both became training ships, with some reduction in armament.

head sea conditions. Later alterations included the first five ships also replacing their 3in AA with 4in guns, mounting an additional 4in AA gun on the aft shelter deck in place of the 2pdr AA guns, which were moved forward to wing positions on each side of the bridge; and the eventual removal of all flying-off platforms.

Early Second World War modifications included the addition of SW.273 RDF on the aft superstructure, six/eight 20mm AA (6/8×1) guns in the bridge wings (in some, where they replaced the 2pdr AA guns), two aft of No. 3 and two more aft of No. 4 guns, and two on the quarterdeck (in some); and AW.286 RDF was later added (in most).

In 1942 the after 4in AA gun was replaced by a multiple 2pdr AA mountings (1×4) in the *Dauntless*, and later by two 20mm AA (2×1) guns; and in 1943 the *Danae* and the *Dragon* had No. 3 gun and the two forward 4in AA guns removed, and replaced by multiple 2pdr AA mountings sided to port and starboard, together with their directors. In the *Danae* the aft 4in AA gun

Below: The *Dauntless* (left) in 1942 with seven 20mm AA (7×1) guns added, and SW.271 RDF on the aft superstructure; and the *Danae* (right) in 1943 with No. 3 6in gun and the two 3in AA guns replaced by two multiple 2pdr AA mountings, the torpedo tubes taken out, and a twin 4in AA mounting replacing the single 4in AA gun on the aft shelter deck. (Admiralty)



was first replaced by a third multiple 2pdr AA mounting (1×4), and then—like the *Dragon*—by a twin 4in AA mounting; and all the torpedo tubes were taken out, and the aft superstructure much reduced. The *Danae* subsequently had the single 20mm AA guns replaced by four twin 20mm AA mountings, and then the two aft 20mm mountings by two 40mm AA guns. All torpedo tubes were removed from the *Diomedé* in 1943/44, and four 40mm AA (1×2/2×1) were added.

During 1941/42 the *Delhi* was completely re-armed as an AA vessel in the U.S.A., had a new bridge fitted, and was re-rigged with tripod masts fore and aft. In the former 6in gun positions, except No. 3, standard American 5in DP guns in turrets were mounted, controlled by two American Mk. 37 HA/LA.DCTs forward and aft. For close air defence there were multiple 2pdr AA mountings (2×4) and their directors on each side of the fore funnel, four 20mm AA (2×2) mountings in the bridge wings, and six more 20mm AA (6×1) guns along the upper deck aft. SW.273 RDF was fitted on deck forward of the mainmast, AW.291 was carried at the mastheads, AR.285 was provided for the HA/LA.DCTs, and AR.282 for the multiple 2pdr directors.

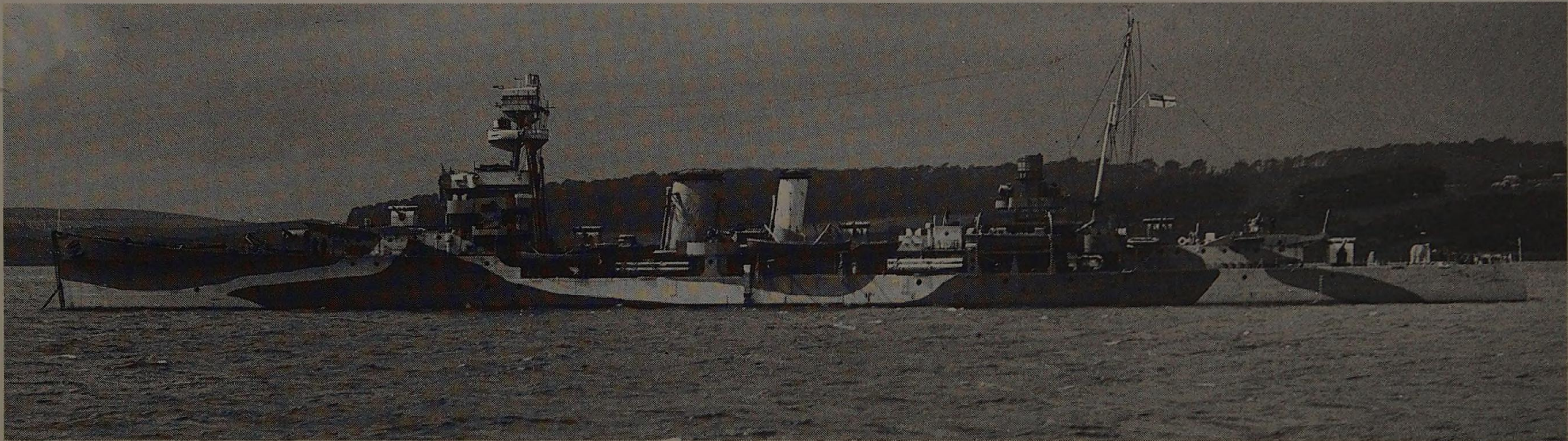
In 1944 the *Dragon* and *Durban* were expended as part of the Arromanches breakwater for the Normandie landings; while for the same operation the *Despatch* was stripped of her 6in guns and torpedo tubes to serve as a depot ship, but had her light AA armament augmented by six 40mm (6×1) guns. The *Dragon* was loaned to the Polish Navy in 1943, and was replaced by the *Danae* in 1944, and renamed *Conrad*.



Above and below: The *Delhi* (above) in 1943, re-armed in the U.S.A. with five 5in DP (5×1) guns; and the *Diomedé* (below) in 1943 with ten 20mm AA (2×2 and 6×1) guns, and SW.271 RDF on the aft superstructure. (P. A. Vicary/Admiralty)

“D” CLASS: LEGEND PARTICULARS

- Displacement:** 4,850 tons (5,925 tons full load).
- Dimensions:** 445 (pp)/471 except † 472½ (oa) × 46½ except ‡ 47 ×d/14½ (16½ full load) feet.
- Machinery:** Six Yarrow water-tube boilers (235lb/in²), two shafts, Parsons except * Brown-Curtis SR geared turbines SHP 40,000 = 29 (27 full load) knots.
- Bunkers & radius:** O.F. 1,050 tons, 2,300nm @ 27k.
- Protection:** Main belt 1½in–2in–2¼in (fwd)/3in (amid)/2¼in–2in (aft). Upper deck 1in (outboard strakes over machinery spaces), main deck 1in (aft over steering gear). Gunshields 1in.
- Armament:** Six 6in (6×1), three 4in AA (3×1), two 2pdr AA (2×1) guns; twelve 21in (4×3) T.T.
- Complement:** 450 (469 flag/.... war).



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..9/16							
I.44	DANAE	Armstrong Whitworth (Walker)	Wallsend Slipway	11.12.16	26. 1.18	18. 7.18	Polish Navy CONRAD (ii) (1944/46); sold T W Ward 22/1/48, arrived Barrow 27/3/48 for scrapping.
I.45	DAUNTLESS (i)	Palmers (Jarrow)	Palmers (Jarrow)	3. 1.17	10. 4.18	2.12.18	Sold T W Ward 13/2/46, arrived Inverkeithing ..4/46 for scrapping.
I.46	DRAGON	Scotts (Greenock)	Scotts (Greenock)	24. 1.17	29.12.17	16. 8.18	Polish Navy (name unchanged – 1944); expended as breakwater Normandie beaches 9/6/44.
Ordered ..7/17							
I.74	DELHI	Armstrong Whitworth (Walker)	Wallsend Slipway	29.10.17	23. 8.18	7. 6.19	Sold J Cashmore 22/1/48, arrived Newport ..3/48 for scrapping.
I.92	DUNEDIN (i)	Armstrong Whitworth (Walker)	Hawthorn Leslie (Hebburn)	5.11.17	19.11.18	10.19	Completed Devonport Dockyard; torpedoed German submarine U.124 off St. Pauls Rock 24/11/44.
I.99	DURBAN	Scotts (Greenock)	Scotts (Greenock)	22. 6.18	29. 5.19	1. 9.21	Completed Devonport Dockyard; expended as breakwater Normandie beaches 9/6/44.
Ordered ..3/18							
I.30	DESPATCH	Fairfield (Govan)	Fairfield (Govan)	8. 7.18	24. 9.19	2. 6.22	Completed Chatham Dockyard; sold West of Scotland Shipbreaking 5/4/46, arrived Troon ..8/46 for scrapping.
I.92	DIOMEDE	Vickers (Barrow)	Vickers (Barrow)	3. 6.18	29. 4.19	24. 2.22	Completed Portsmouth Dockyard; sold Arnott Young 5/4/46, arrived Dalmuir 13/5/46 for scrapping.
.....	DAEDALUS	Armstrong Whitworth (Walker)	.....	.....	.....	.....	Cancelled ..11/18.
.....	DARING (i)	Beardmore (Dalmuir)	.....	.....	.....	.....	Cancelled ..11/18.
.....	DESPERATE	Hawthorn Leslie (Hebburn)	.....	.....	.....	.....	Cancelled ..11/18.
.....	DRYAD	Vickers (Barrow)	.....	.....	.....	.....	Cancelled ..11/18.

“E” class: EMERALD, *ENTERPRISE.

If the design of the “Cavendish” class can be ascribed to ill-founded rumour, then the design of this class can be laid to ill-founded speculation that the German Navy was building, or contemplating, light cruisers of high speed, which could outpace the “C”/“D” classes. A speed of 32 knots in the deep condition was arbitrarily determined, and all other characteristics were subjugated to this overriding requirement.

To secure this high speed length would have to be increased; not only to accommodate more powerful machinery, but also for economic propulsion. The end result was to carry virtually the same armament as the “D” class on a hull that was 100ft longer with a rise in displacement of 2,700 tons (over 50%), and installed power doubled to attain an extra 4 knots of speed. Overall freeboard was moderately increased so as to maintain speed in adverse weather; and forward the upper deck side was sharply flared to deflect taking water on deck, which resulted in the conspicuous knuckle that was a characteristic of subsequent cruiser designs. Orders for this class were placed in 1916, but a third unit—the *Euphrates*—was cancelled in 1919; and the remaining pair were not completed until 1926.

The gun armament generally followed the arrangement of the “Cavendish” class except that No. 5 gun was housed forward, and No. 6 gun was mounted on the after shelter deck; but the torpedo armament was on the same scale as the “D” class with four banks of triple tubes. By siding Nos. 3 & 4 guns they could each train through 180deg on their respective sides; and this was an improvement on the arrangement in the “D” class where a single centreline gun had only restricted arcs of fire on each side, and could not be brought to bear on the bow and stern arcs. In the *Enterprise* only the two forward guns were housed in an experimental twin turret, and had 40deg elevation; and the installation proved most successful, enabling the guns to be fought in practically any weather.

A conventional bridge built around the tripod foremast was fitted in the *Emerald*, with a director platform and a spotting top carried at the head of the lower mast. In the *Enterprise*, however, as the twin turret occupied less space than two single centreline mountings, the bridge was slightly enlarged, and positioned farther forward, and mounted on its uppermost level a combined director control tower (DCT) and rangefinder, instead of the masthead control arrangements in the *Emerald*. As a result the *Enterprise*’s tripod foremast rose unencumbered at the back of the bridge; and as it was not required to support bridgework or control platforms a lighter rig could be substituted. Prior to the ship’s completion, an aircraft platform and crane were installed aft, between Nos. 5 & 6 guns, aft of which was a light pole mainmast.

Owing to the large increase with installed power it was necessary to adopt a 4-shaft installation, and the machinery layout differed considerably from earlier classes. The three forward boiler rooms were separated by a magazine space—supplying Nos. 3 & 4 guns—from the forward engine room; and were followed by the aft boiler room similarly separated by a magazine space—supplying No. 5 gun—from the aft engine room. Each boiler room contained two boilers, which were arranged fore-and-aft, with wing fuel tank spaces in the end compartments, but abreast in the two midship boiler rooms.

“E” CLASS: LEGEND PARTICULARS

Displacement: 7,550 except * 7,580 tons (9,350 tons full load).

Dimensions: 535 (pp)/570 (oa) × 54½ × ...d/16¼ (18 full load) feet.

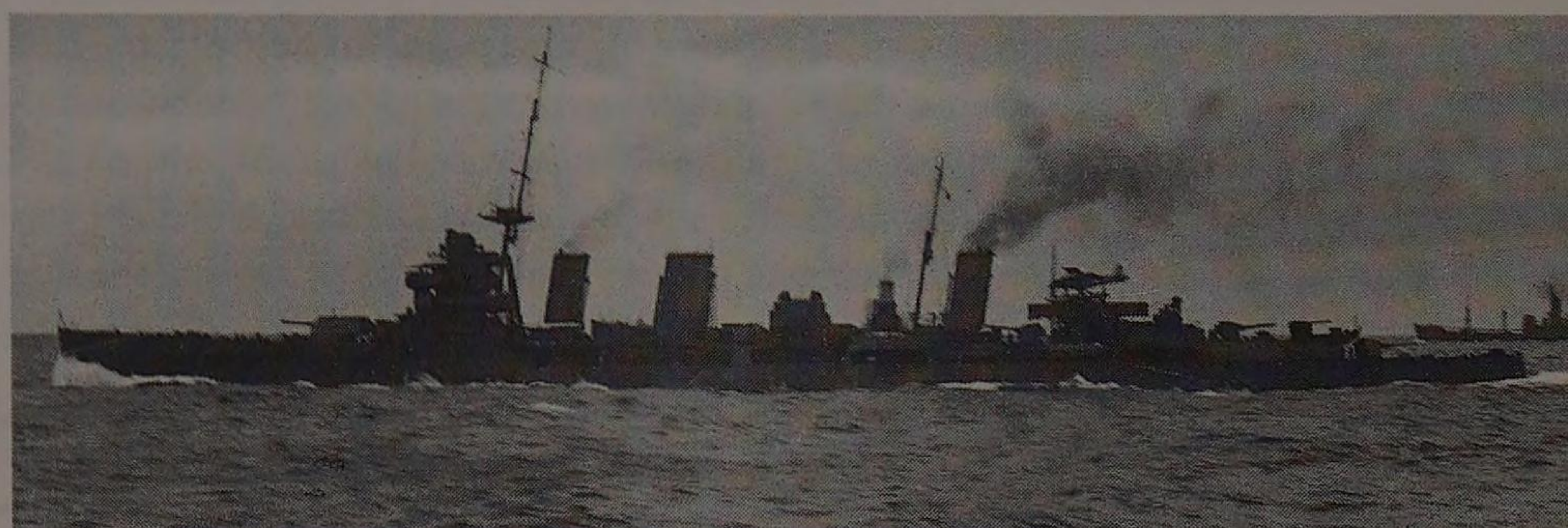
Machinery: Eight Yarrow water-tube boilers (250lb/in²), four shafts, Brown-Curtis SR geared turbines SHP 80,000 = 33 (32 full load) knots.

Bunkers & radius: O.F. 1,746 tons, 3,850/1,350nm @ 20/32k.

Protection: Main belt 1½in–2in–2¼in (fwd)/3in (amid)/2¼in–2in(aft). Upper deck 1in (outboard strakes over boiler rooms & fwd engine room), main deck 1in (over aft engine room) closed by bulkhead 1in/1in (over steering gear aft). Magazine box citadels ¾in (ends & sides), 1in (crowns). Gunshields 1in.

Armament: Seven 6in (7×1 except * 1×2/5×1), three 4in AA (3×1), two 2pdr AA (2×1) guns; sixteen 21in (4×4) T.T.; one aircraft & catapult.

Complement: 572 (... war).



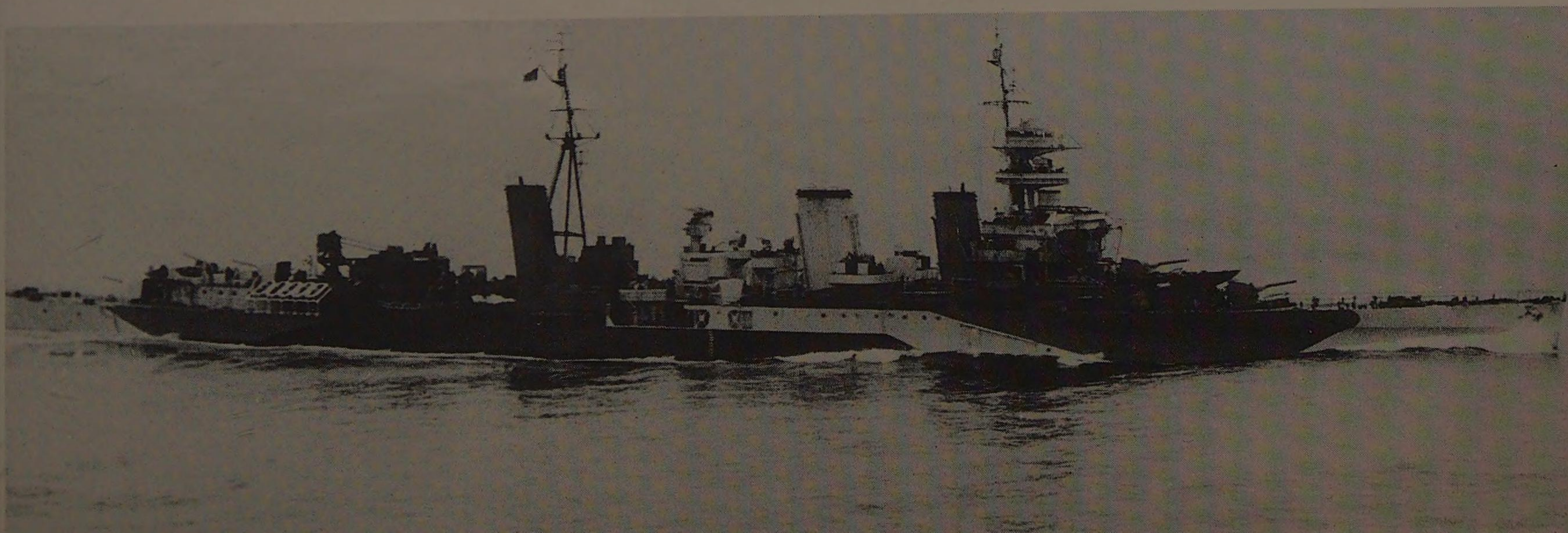
Above: The *Enterprise* in 1940 was little altered except for the addition of SW.273 RDF forward of the mainmast. (P. A. Vicary)

The uptakes from Nos. 1 & 4 boiler rooms were each led to individual funnels; while those from Nos. 2 & 3 boiler rooms were combined, and led to a larger common funnel, and this was made apparent by the uneven spacing of the funnels.

Protection was on the same scale as the “C”/“D” classes, with a broad belt of side armour over the machinery spaces, except the after engine room, extended to the ends by narrower belts; and partial plating of the upper deck abreast the boiler rooms, and the forward engine room. As side armour was not applied to the upper deck side abreast the aft engine room, 1in armour was laid on the main deck over this compartment and the aft bulkhead instead. The magazines received partial box citadel protection, with 1in crowns, and ¾in side and end curtains for a depth of 3ft below the crown.

Both ships were refitted in 1934/36 when the aircraft platform was replaced by a longer catapult, so that the mainmast had to be re-stepped forward of the aft funnel; an HA.DCT was added, also forward of the aft funnel; the triple torpedo tubes were replaced by quadruple mounts; and the funnels were heightened by some 5ft, which accentuated their bizarre positioning. At the outbreak of the Second World War the *Emerald* and *Enterprise* were still the fastest cruisers in the Royal Navy, which together with

Below: The *Emerald* in 1944 with the side plating extended aft, a light AA armament of eight 20mm AA (2×2/4×1) guns, tripod masts, a full outfit of warning and ranging RDF, and the aft bank of T.T. removed. (Admiralty)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 7/3/18							
I.66	EMERALD (i)	Armstrong Whitworth (Walker)	Wallsend Slipway	23. 9.18	19. 5.20	14. 1.26	Completed Chatham Dockyard; sold West of Scotland Shipbreaking 23/6/48, arrived Troon 5/7/48 for scrapping.
I.52	ENTERPRISE	J Brown (Clydebank)	J Brown (Clydebank)	28. 6.18	23.12.19	31. 3.26	Completed Devonport Dockyard; sold J Cashmore 11/4/46, arrived Newport 21/4/46 for scrapping.
.....	EUPHRATES	Fairfield (Govan)	.....	.....	.....	.....	Cancelled 26/11/18.

their heavy torpedo armament were—for a cruiser—an unusual combination of power and speed.

Early war modifications to augment the light AA armament included multiple 2pdr AA mountings replacing No. 7 gun in *Emerald*, and Nos. 3 & 4 beam guns in *Enterprise*. Later, the 6in guns were replaced, and the multiple 2pdr AA mountings moved forward to sided positions between the first and second funnels; eight/twelve 20mm AA guns were added: two twin mountings on the bridge, and four single *Emerald*/twin *Enterprise* abreast the mainmast and catapult; and the aft bank of torpedo tubes on each side was removed. In addition, a taller tripod replaced the pole mainmast; and the side

plating was extended aft to the second funnel in the *Emerald*, and to the beam 6in guns in the *Enterprise*, to provide additional accommodation. SW.273 RDF was fitted on the bridge in the *Emerald*, and SW.272 at the head of the tripod foremast in the *Enterprise*; AW.286 at the mastheads, SR.284 on the LA.DCT in the *Enterprise* only, AR.285 on the HA.DCT (which was moved slightly forward to the after control position), and AR.282 to the multiple 2pdr directors on each side aft of the second funnel.

Like the “Cavendish” class, the *Emerald* and *Enterprise* saw some fleet service in the Far East, but were mainly employed on the ocean trade routes before paying-off into reserve in 1944.

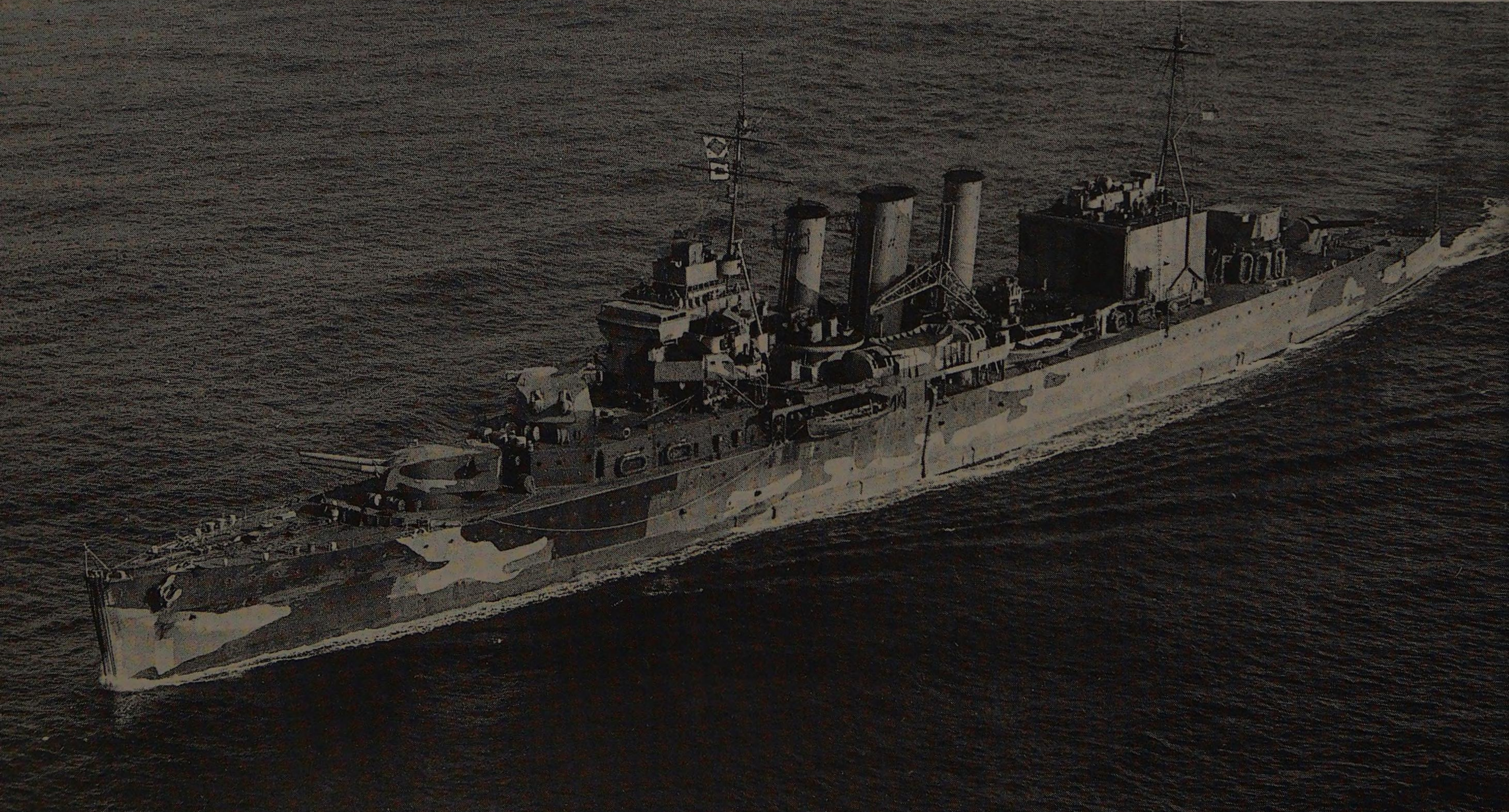
“Kent” class: *AUSTRALIA, ‡BERWICK, *CANNIBERRA, ‡CORNWALL, †CUMBERLAND, KENT, †SUFFOLK.

In common with other navies which embarked on the construction of 10,000-ton cruisers, the design had special problems owing to the necessity to keep within Treaty limits. To combine an armament of twin-mounted 8in guns, a speed of 32 knots, and adequate protection was not practically attainable—at this stage of development—although all navies strove to this end. The best solution appeared to be that adopted by the United States Navy, which by arranging the main armament in triple turrets could reduce hull length, despite the penalty of increased installed power to maintain speed. As the hull usually absorbed more than 50% of the standard displacement, this was the area where the greatest saving in weight could be achieved.

The main characteristics of this class was largely determined by the main armament and the speed, with such weight as remained put into protection;

and to aid speed and secure seaworthiness the hull was long, with high overall freeboard. A conventional arrangement was adopted with the boiler rooms arranged forward of the engine rooms, but separated from them by an amidships magazine. The boiler room uptakes were led to three funnels—not a very practical arrangement—but with the LA.DCT supported by the bridge, only light pole masts for signalling were stepped fore and aft; and a secondary LA.DCT was provided on the aft superstructure. The 8in guns were mounted in four twin turrets, equally disposed fore and aft, and given the exceptional elevation of 70deg, which needlessly complicated the gun mountings. Grouped on the superstructure deck aft of the funnels were four 4in AA (4×1) guns, with a direct supply of shell from the amidships magazine, and

Below: Except that the multiple 2pdr AA mountings on each side have been resited to a position inboard aft of the forward twin 4in AA mountings, and SW.271 and AR.285 RDF has been added, the *Suffolk* was little altered by 1940. (Admiralty)



mounted between them—but on the upper deck—was a quadruple bank of torpedo tubes on each side. Electric power at 220V DC was supplied by four 300kW turbo-alternators.

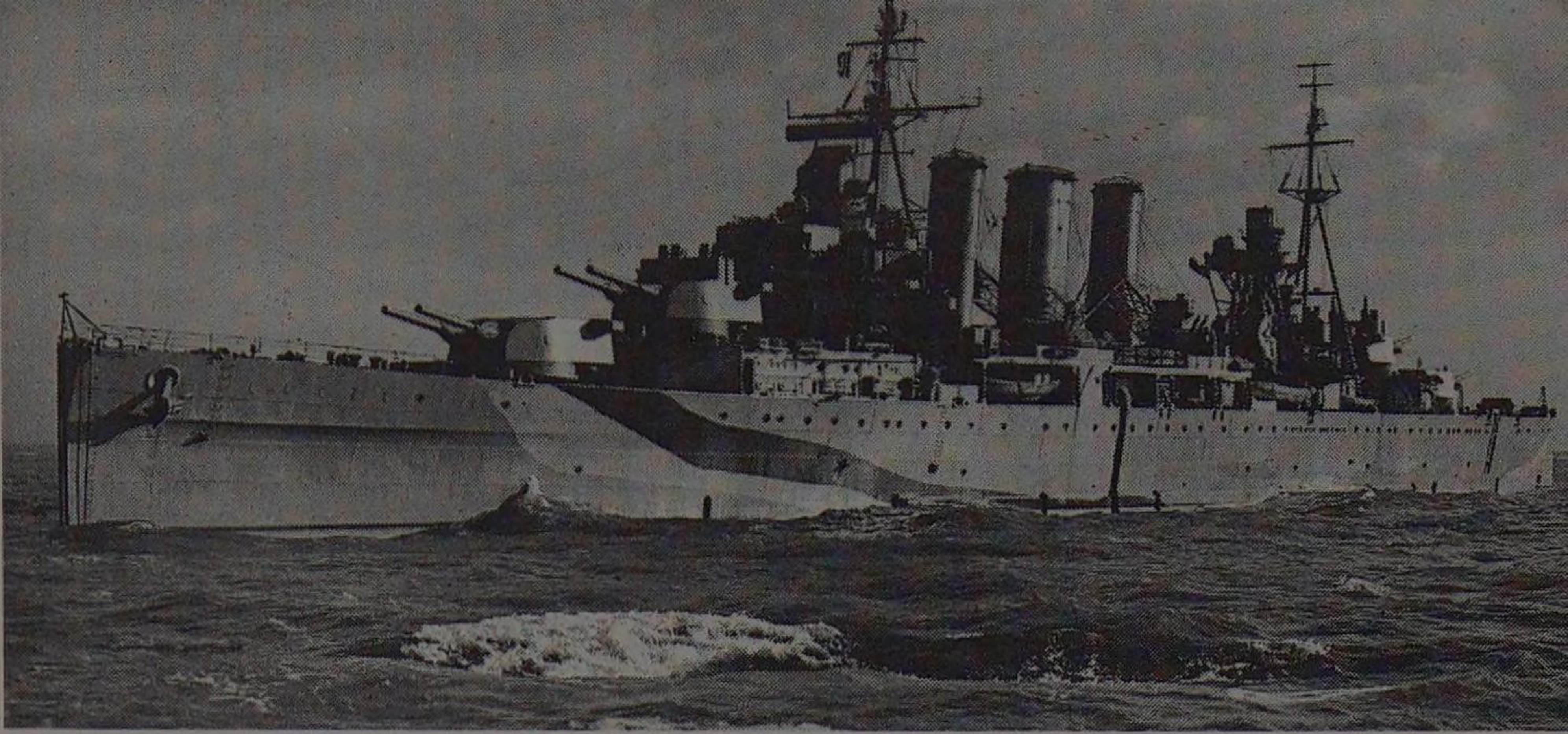
Owing to the limited weight available the scheme for protection had to be drastically revised. The greater threat from the air was recognised, and all side armour—except for splinter protection—was abandoned. There was a protective deck over the machinery spaces and steering gear, with box citadels for the magazines. Supplementing these were external bulges, and improved sub-division below the lower deck; while the hull was robustly framed and plated.

A 1¼in deck was laid over the boiler and engine rooms at lower deck level, and below this deck was a strake of 1in plating 10½ft deep—extending 1½ft below the light waterline—and closed by bulkheads of equal strength. Above the lower deck ¾in plating was applied to the lower deck side, and 1in to the main deck side and the sheer plate, which—while not armoured plating—afforded a measure of splinter protection. The box citadel forward was 15ft wide, and was formed of 2½in + ½in armour on the crown (platform deck level), and 4in + ¼in sides closed by a 2½in aft bulkhead; but at its fore end (A shell room) was thinned to 1in crown, sides, and forward bulkhead. The aft box citadel was similar, except that it thinned to 1in at both ends (X and Y shell rooms). The box citadel for the amidships magazine was 34ft wide; and as it was already enclosed by an armoured deck and side, plating could be reduced to 1½in + ½in on the crown and end bulkheads, with 3in + ¼in on the sides. Over the steering gear aft, at lower deck level, there was an arched 1½in (on flat and slopes) deck, closed by a 1in bulkhead at its fore end.

The above distribution of armour provided a fair measure of protection to the magazines against surface or air attack; but the armoured deck—while a marked improvement on earlier classes—was still too thin to be effective against bombs. The high freeboard provided an ample range of initial stability, but the lack of armour left the side wide open to attack over its whole length. Thin armour was also applied to the turrets, and the exposed parts of the barquette, with ¼in–½in bullet-proof plating on the compass platform.

The design specified two multiple 2pdr AA mountings (2×8), but as they were not available at the time four single 2pdr AA guns were shipped as an interim measure. So as to see what weight—if any—was available in order to ship aircraft and catapult, the decision was deferred until after completion; but to ensure that a training catapult could be fitted the aft superstructure was moved 14ft aft. Following trials, the height of the funnels was increased by 15ft; and by 18ft in the *Australia* and *Canberra*. During 1930/33 a catapult and crane for one aircraft were added aft of the funnels between the 4in AA guns, an HA.DCT replaced the rangefinder on the aft superstructure, and a sternwalk was added in the *Kent*. In 1934 two 4in AA (2×1) were added abreast the fore funnel in the *Kent*; the *Berwick*, *Cornwall*, and *Kent* all had multiple machine guns added on each side abreast the foremast; and AW.79Y RDF was experimentally fitted at the head of the foremast in the *Berwick*.

When contemplating modernisation consideration had to be given to the standard displacement at completion, natural growth since that date, and al-



Above: The *Kent* in 1940 showing 20mm AA guns added on the roofs of B and X turrets, SW.273 RDF on the aft superstructure, AW.286 at the mastheads, and SR.284 on the forward LA.DCT. (IWM)

lowances for equipment/structure to be removed, to arrive at the weight available for alterations and additions. The *Kent* was 150 tons under the 10,000-ton limit, the *Suffolk* 200 tons under, and the remainder—excluding the Royal Australian Navy pair—were all 250 tons under; while savings totalling 210 tons could be effected by various means.

The *Cumberland* and *Suffolk* were extensively refitted in 1935/37 when the aft superstructure was replaced by a large hangar, with a fixed athwartships catapult forward of it; and a crane stepped on each side of the aft funnel. As a result the 4in AA guns were moved forward to abreast the first and second funnels, with twin mountings replacing the single guns in the aft positions. The AA armament was further augmented by the addition of two multiple 2pdr mountings (2×4) close aft of the bridge, and two multiple machine guns (2×4) on the hangar roof; while the four single 2pdr guns abreast the centre funnel were taken out. Following the removal of the aft superstructure, the LA.DCTs and searchlights were re-positioned on the hangar roof, and the HA.DCT aft was replaced by two HA.DCTs forward in the bridge wings, where they supplanted the rangefinders, and directors for the multiple 2pdr AA mountings were added aft of the forward LA.DCT. A narrow belt, only 6ft deep, of 4½in armour was added over the machinery spaces at the waterline, so that its top edge was flush with the armoured deck, while its bottom edge was only submerged 1ft in the deep condition; and 4in armour was also applied inboard to the sides of the fan compartment for each boiler room. In part compensation for these weighty additions the hull was cut down one deck aft of Y turret, the torpedo tubes removed, etc. In 1939 the single 4in AA guns on each side forward were replaced by twin mountings.

The *Berwick* and *Cornwall* were taken in hand in 1936/38, and were similarly altered except that the forward 4in AA guns were also replaced by twin mountings as well, and were spaced farther apart; 8-barrelled in lieu of 4-barrelled multiple 2pdr AA mountings were shipped; and the hull was not cut-down aft as the margin of weight available was slightly higher than with the earlier pair.

As she had the least weight available the *Kent* had a less extensive refit in 1937/38. She was not provided with a hangar and retained her existing aircraft arrangements, and the after superstructure was replaced by a lattice structure to support the aft LA.DCT and searchlights. However, the AA armament and HA.DCTs were augmented as in the other ships; but the multiple 2pdr AA mountings, together with their directors, and the multiple machine guns were positioned abreast the new lattice structure.

Despite all endeavours to keep under Treaty limits, which unofficially tolerated a natural growth of 300 tons, they all displaced more than anticipated; and probably averaged about 10,600 tons, which the *Kent*'s full load displacement of 14,197 tons tended to confirm. However, with war imminent the Admiralty took no measures to adjust these excess displacements as they had more pressing demands on their time; and it was unlikely that the Government was made aware of the situation.

The addition of aircraft and catapult, an HA.DCT aft, and multiple machine guns on each side abreast the foremast in 1931/34 also applied to the *Australia* and *Canberra*; but they were otherwise unaltered by the outbreak of the Second World War.

“KENT” CLASS: WEIGHTS

Item	Weight
Hull & fittings	5,520 tons
Machinery	1,800 tons
Protection	985 tons
Armament	985 tons
Equipment	560 tons
Board margin	150 tons
Standard	10,000 tons
Oil fuel	3,200 tons
Reserve feed water	230 tons
Full load	13,430 tons

As they were mainly employed on the trade routes their AA armament was not augmented on the same scale as the fleet cruisers; and as war modifications were so diverse they are best treated individually.

Kent: In 1941 six 20mm AA (6×1) were added, tripods replaced the pole masts, AW.281 RDF was fitted at the mastheads, SR.284 on the forward LA.DCT, AR.285 on the two HA.DCTs; and later in the year the aircraft and catapult were removed, together with the multiple machine guns; and six more 20mm AA (6×1) guns were added, SW.273 RDF was added on the lattice structure aft, AW.291 replaced AW.281, and directors fitted with AR.282 were provided aft for the multiple 2pdr AA mountings. In 1943 six single 20mm AA were replaced by three twin power-operated mountings.

Cumberland: In 1941 five 20mm AA (5×1) guns were added, tripods replaced the pole masts, AW.286 RDF was fitted at the mastheads, and SR.284 on the forward LA.DCT; and in the following year the multiple machine guns were removed, and four more 20mm AA (4×1) guns added. In 1943 the hangar, catapult, and aircraft were removed, and replaced by a similar lattice structure aft as in the *Kent*. A total of fourteen 20mm AA (5×2/4×1) guns were now mounted, SW.273 RDF was fitted aft, AW.281 replaced AW.286, AR.285 was fitted to the two HA.DCTs, and two directors fitted with AR.282 were provided for the multiple 2pdr AA mountings; and two more 20mm AA (2×1) guns were added in 1945.

Suffolk: In 1941 the single 4in AA guns forward were replaced by twin mountings, and two multiple 2pdr AA mountings (2×4) and two multiple machine guns were finally mounted, four 20mm AA (4×1) guns were added, tripods replaced the pole masts, AW.279 RDF was fitted at the mastheads, SR.284 to the LA.DCT, and AR.285 to the two HA.DCTs. The following year 8-barrelled multiple 2pdr AA replaced the 4-barrelled mountings, the multiple machine guns were replaced by two 20mm AA (2×1) guns, SW.273 RDF was fitted on the hangar roof, and AW.281 replaced AW.279. In 1943 the catapult and aircraft were taken out, but the hangar was retained; a total of thirteen 20mm AA (5×2/3×1) were now mounted, and directors fitted with AR.282 were provided for the multiple 2pdr AA mountings.

Berwick: In 1941 seven 20mm AA (7×1) guns were added, tripods replaced the pole masts, AW.279 (later replaced by AW.281) RDF was fitted at the masthead, and SR.284 on the forward LA.DCT. In the following year the hangar, catapult, and aircraft were removed, and replaced by a lattice structure aft; the multiple machine guns were taken-out, and four 20mm AA (4×1) guns added; and SW.273 was fitted aft, and two directors. In 1943 a total of eighteen 20mm AA (7×2/4×1) guns were now mounted, AW.281B replaced AW. 281, AR.285 was fitted to the two HA.DCTs, provision was made for TI.293, and IFF.240 was installed.

Cornwall: In 1941 six 20mm AA (6×1) guns were added, and AW.RDF was probably fitted.

The two Royal Australian Navy ships were not modified on the same lines as their Royal Navy counterparts; and as they were only 130/150 tons

“KENT” CLASS: LEGEND PARTICULARS

Displacement: 10,570 tons (14,200 tons full load) except † 10,800 (14,450 tons full load) and ‡ 10,900 tons (14,550 tons full load) and * 9,870/9,850 tons respectively (13,430 tons full load).

Dimensions: 590 (pp)/630 (oa) × 61/68¼ (across bulges) × 47¼d/17¼ (21½ full load) except * 16¼ (20½ full load) feet.

Machinery: Eight Admiralty 3-drum boilers (250lb/in²), four shafts, Parsons except *Berwick* Brown-Curtis SR geared turbines SHP 80,000 = 31½ (30 full load) knots.

Bunkers & radius: O.F. 3,200 tons, 8,000/2,300nm @ 10/30k.

Protection: Main belt 4½in closed by bulkheads 1in except * not fitted. Lower deck 1¼in (over machinery spaces) 1½in (flat & slopes over steering gear aft) closed by bulkhead 1in (fwd). Fwd box citadel fore end and sides 1in/sides 4in + ¼in (amid & aft)/aft end 2½in, crown 1in (fwd)/2½in + ¼in (amidships & aft); amidships box citadel fore end 1½in + ½in/sides 3in + ¼in/aft end 1½in + ½in, crown 1½in + ½in; aft box citadel fore end & sides 1in/sides 4in + ¼in (amid)/aft sides & end 1in, crown 1in (fwd)/2½in + ½in (amid)/1in (aft). Turrets 1in (faces)/1in (sides)/1in (rears)/1in (crowns)/¾in (floors), barbettes 1in. Externally bulged.

Armament: Eight 8in (4×2), eight except * four 4in AA (4×2/1), eight except ‡ sixteen 2pdr AA (2×4/8), eight ·5in AA machine (2×4) guns; three except *Kent* and * one aircraft.

Complement: 685 (710 flag/784 war).

under the Treaty limit their modifications would have, of necessity, been limited, as in the *Kent*. When their single 4in AA guns were replaced by twin mountings, they were dropped to upper deck level as the superstructure deck between the bridge and the catapult base was removed; and the multiple 2pdr AA mountings were added at the fore end of the aft shelter deck. The narrow main belt over the machinery spaces was increased to 5½in, a second HA.DCT was added abaft the LA.DCT on the bridge, AW.286 was fitted at the mastheads, and the four single 2pdr AA guns and the torpedo tubes were removed.

Australia: By 1943 seven 20mm AA guns had been added, and the multiple machine guns removed; SW.273 replaced the HA.DCT on the bridge, which—together with the HA.DCT aft—were shipped in the bridge wings, and AW.281 replaced AW.286. In the following year the aircraft and catapult were removed, tripods replaced the pole masts fore and aft, eight 40mm AA (8×1) guns were added, all the single 20mm AA guns were replaced by twin mountings, SR.284 RDF was fitted to the LA.DCT, and AW.281 replaced AW.286. In 1945 X turret was taken out; the AA armament was refined to twelve 40mm (6×2) guns, the 4-barrelled 2pdr were replaced by 8-barrelled mountings, and all 20mm guns were removed; and SW.277 replaced SW.273, AW. 960 replaced AW.281, SR.274 replaced SR.284, eight directors fitted with AR.282 were provided for the multiple 2pdr and twin 40mm mountings, and three barrage directors fitted with AR.283 were provided for the main armament.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 26/4/24							
65	BERWICK	Fairfield (Govan)	Fairfield (Govan)	15. 9.24	30. 3.26	15. 2.28	Sold Hughes Bolckow 15/6/48, arrived Blyth 12/7/48 for scrapping.
57	CUMBERLAND	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	18.10.24	16. 3.26	23. 1.28	Trials & experimental ship (1949); sold J Cashmore ..../59, arrived Newport 3/11/59 for scrapping.
Ordered 15/5/24							
55	SUFFOLK	Portsmouth Dockyard	Parsons (Wallsend)	30. 9.24	16. 2.26	31. 5.28	Sold J Cashmore 25/3/48, arrived Newport 27/6/48 for scrapping.
Ordered 19/5/24							
54	KENT	Chatham Dockyard	Hawthorn Leslie (Hebburn)	15.11.24	16. 3.26	22. 6.28	Sold West of Scotland Shipbreaking 22/1/48, arrived Troon 31/1/48 for scrapping.
Ordered 2/6/24							
56	CORNWALL	Devonport Dockyard	Beardmore (Dalmuir)	9.10.24	11. 3.26	10. 5.28	Bombed IJN carrier aircraft south of Ceylon 5/4/42.
Ordered 9/4/25							
I.84	AUSTRALIA	J Brown (Clydebank)	J Brown (Clydebank)	9. 6.25	17. 3.27	24. 4.28	RAN; sold T W Ward 25/1/55, arrived Barrow .5/7/55 for scrapping.
I.85	CANBERRA	J Brown (Clydebank)	J Brown (Clydebank)	9. 9.25	31. 5.27	10. 7.28	RAN; torpedoed IJN surface forces off Savo Island 9/8/42 & torpedoed USN destroyer ELLET.

Canberra: By 1942 the AA armament comprised eight 4in (4×2), sixteen 2pdr AA (2×8), two 20mm AA (2×1), and eight .5in AA machine (2×4) guns, and the four single 2pdr AA guns were removed; and SW.271 RDF had been added.

Despite their shortcomings the class performed admirably during the war, and once fitted with RDF control the effectiveness of the main armament was considerably enhanced. Both the *Cornwall* and *Canberra* were lost in 1942: the former to carrier air attack in the Indian Ocean, while the latter was torpedoed in the surface *mêlée* off Savo Island.

Right: RAN modifications did not follow the RN pattern, and a lot of top hamper was stripped from the *Australia*—including X turret—while under refit in 1945. (P. A. Vicary)



“London” class: †DEVONSHIRE, ‡LONDON, *SHROPSHIRE, SUSSEX.

This class closely followed the design of the *Kent* except that the external bulges were omitted, and an inner skin extending up to the lower deck was fitted in the machinery spaces; the bridge was moved some 15ft aft to lessen blast effects from B turret when firing abaft the beam; and they were completed with taller funnels, and an HA.DCT aft. Aircraft, catapult, and crane were added in 1932. During 1936/37 the AA armament was strengthened—but not in the *Sussex*—by the addition of four 4in (4×1) guns abreast the first and second funnels, and multiple machine guns on each side of the bridge; while the four single 2pdr AA guns originally mounted between the two foremost funnels were removed, and in the *Shropshire* only an additional HA.DCT was mounted aft of the LA.DCT.

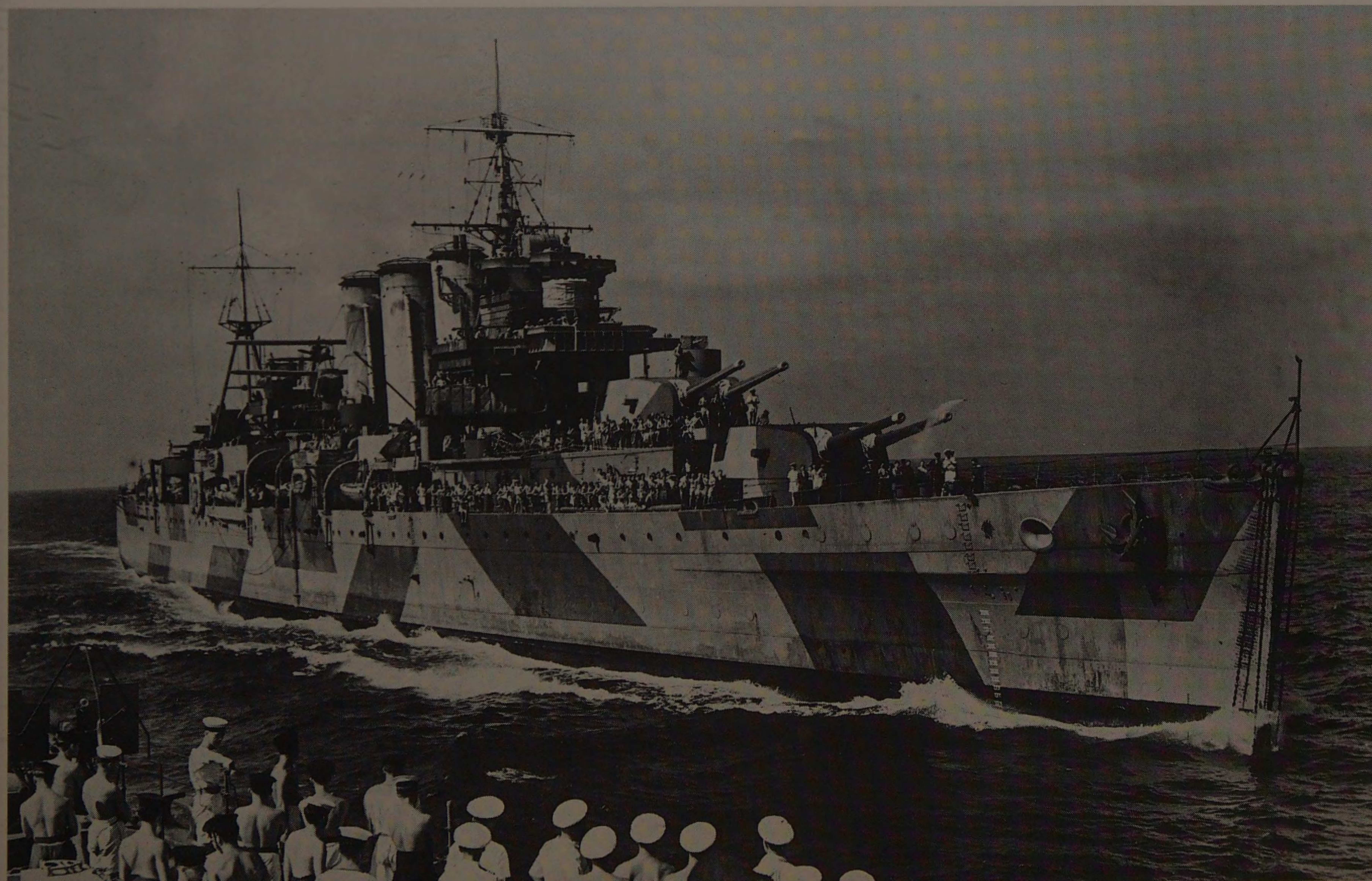
The *London* was reconstructed by Chatham Dockyard between 1938 and 1941, when the entire upperworks were razed, and were replaced by an en-



Above: Early war view of the *London* with multiple .5in AA machine guns on the roofs of B and Y turrets, AW.286 RDF added at the mastheads, SR.284 on the LA.DCT, and AR.285 on the HA.DCTs. (IWM)

tirely new superstructure arranged on generally the same design as the “Fiji” class (then building). The boiler uptakes were led to two funnels, between which was placed the fixed athwartships catapult, and the hangars abreast the fore funnel were formed of rearward extensions of the bridge. A crane was stepped on each side of the aft funnel for recovering aircraft, and handling deck-stowed boats. The main LA.DCT was sited on the upper bridge, the HA.DCTs in the wings of the lower bridge, and the directors for the multiple 2pdr AA below the mountings on each side of the hangars.

Below: The *Devonshire* in 1942 with 20mm AA guns added on the forward shelter deck and amidships on each side, and on the roofs of B and X turrets. The ship is rigged with tripod masts, and has SW.RDF fitted on the bridge. (Admiralty)



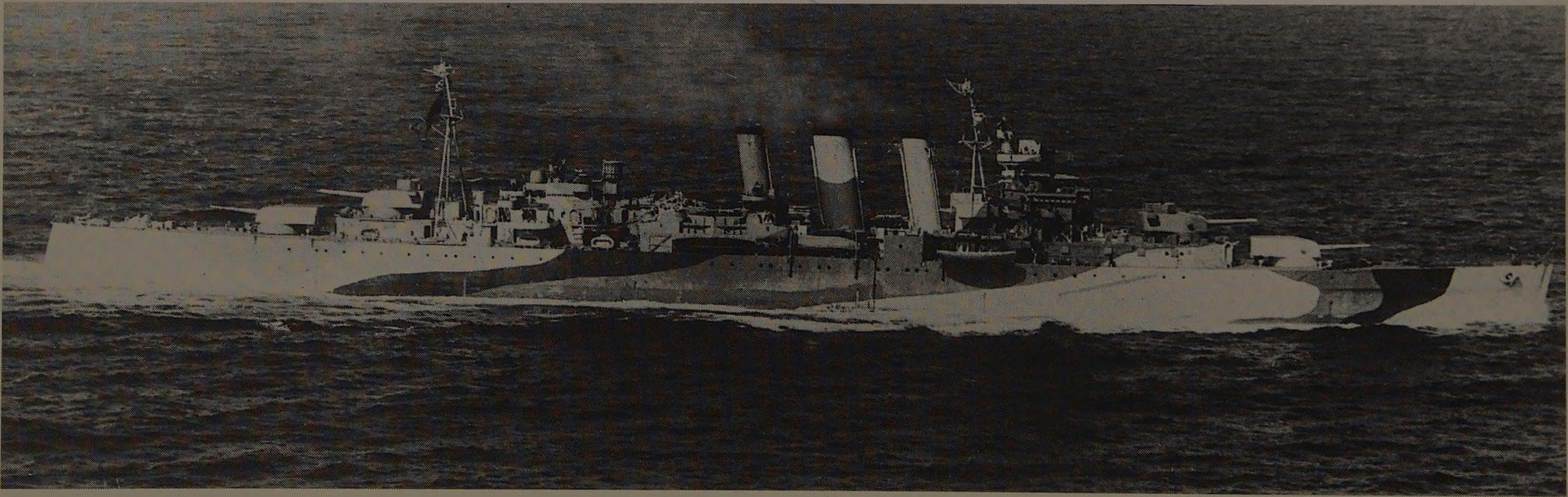
There was no change in the *London*'s main armament, but the AA armament was redistributed. Grouped abaft the aft funnel were the 4in guns in twin mountings, the multiple 2pdr mountings (2×8) were on the hangar roofs, and multiple machine guns were placed on the roofs of B and X turrets. Below the 4in guns were two quadruple banks of torpedo tubes on the upper deck, and tripod masts—without rake, like the funnels—were stepped fore and aft. A narrow belt of armour, 8ft deep, was added along the waterline, its top edge being flush with the armoured main deck. Added while refitting were AW.279 RDF at the mastheads, SR.284 on the LA.DCT, AR.285 on the two HA.DCTs, and AR.282 for the two multiple 2pdr directors; while SW.273 was later fitted on the after superstructure.

It was soon found that the *London*'s hull had been overstressed by these extensive alterations, and two further refits were required during 1941/43 to make it sound and tight; and she was of doubtful efficiency until this had been accomplished. Although it had been intended to reconstruct the whole class along similar lines, such extensive work had to be abandoned following the outbreak of hostilities.

Early war modifications with the other units of the class between 1940 and 1942 included removing the additional 4in AA guns (not applicable in the *Shropshire*), and replacing the original guns with twin mountings; the addition of two multiple 2pdr AA mountings (2×8) aft, and eight/ten 20mm AA (8/10×1) guns overall; a second HA.DCT was mounted on the bridge (not applicable to *Shropshire*), and tripods replaced the pole masts; and SW.273 RDF was fitted before the bridge, AW.281 at the mastheads, AR.285 on the HA.DCTs (not until 1944/45 in the *Devonshire*), and AR.282 on the multiple 2pdr directors.

As the *Sussex* was under repair from heavy bomb damage between 1940 and 1942 all these modifications were undertaken at the same time, and not piecemeal as in the others; and the positions of the aft superstructure and the tripod mainmast were transposed—the latter being stepped forward of the former—so that the after HA & LA.DCTs had clear arcs across the stern. A

Below: The *Shropshire* in 1943 rigged with tripod masts, with 20mm AA guns added on the roofs of B and X turrets, with aircraft and catapult replaced by sided multiple 2pdr AA mountings (2×8) and with SW.273 RDF. (Admiralty)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 10/10/25							
69	LONDON	Portsmouth Dockyard	Fairfield (Govan)	23. 2.26	14. 9.27	31. 1.29	Sold T W Ward 3/1/50, arrived Barrow 22/1/50 for scrapping.
Ordered 12/10/25							
39	DEVONSHIRE	Devonport Dockyard (Walker)	Vickers-Armstrongs	16. 3.26	22.10.27	18. 3.29	Training ship (1947); sold J Cashmore 16/6/54, arrived Newport 12/12/54 for scrapping.
Ordered 17/3/26							
73	SHROPSHIRE	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	1. 2.27	22. 2.28	19. 3.29	RAN (1943); sold Arnott Young .../54, arrived Dalmuir 20/1/55 for stripping & Troon 19/9/55 for scrapping.
96	SUSSEX	Beardmore (Dalmuir)	Beardmore (Dalmuir)	24. 2.27	5. 7.28	12. 9.29	Sold Arnott Young 3/1/50, arrived Dalmuir 23/2/50 for scrapping.

“LONDON” CLASS: WEIGHTS

Item	Weight
Hull & fittings	5,175 tons
Machinery	1,730 tons
Protection	940 tons
Armament	1,260 tons
Equipment	640 tons
Board margin	255 tons
Standard	10,000 tons
Oil fuel	3,210 tons
Reserve feed water	265 tons
Full load	13,475 tons

“LONDON” CLASS: LEGEND PARTICULARS

Displacement: 9,830 tons except † 9,850 tons (13,315 tons full load) except ‡ 11,015 tons (14,578 tons full load).
Dimensions: 595 (pp)/632¾ (oa) × 66 × 47¾d/17 (21½ full load) except ‡ 19 (23½ full load) feet.
Machinery: Eight Admiralty 3-drum boilers (250lb/in²), four shafts, Parsons SR geared turbines SHP 80,000 = 32¼ (31 full load) knots.
Bunkers & radius: O.F. 3,210 tons, 8,000/2,300nm @ 10/30k.
Protection: Main belt 3½in closed by bulkheads 1in in ‡ only. Lower deck 1¼in (over machinery spaces), 1½in (flat & slopes over steering gear aft) closed by bulkhead 1in (fwd). Fwd box citadel fore end and sides 1in/sides 4in + ¼in (amid & aft)/aft end 2½in, crown 1in (fwd)/2½in + ¼in (amidships & aft); amidships box citadel fore end 1½in + ½in/sides 3in + ¼in/aft end 1½in + ½in, crown 1½in + ½in; aft box citadel fore end & sides 1in/sides 4in + ¼in (amid)/aft sides & end 1in, crown 1in (fwd)/2½in + ½in (amid)/1in (aft). Turrets 1in (faces)/1in (sides)/1in (rears)/1in (crowns)/¾in (floors), barbettes 1in.
Armament: Eight 8in (4×2), eight except * four 4in AA (4/8×1 except ‡ 4×2), sixteen (‡ only) except * four 2pdr AA (2×8/4×1), eight .5in AA machine (2×4) guns; eight 21in (2×4) T.T.; one except ‡ three aircraft & catapult.
Complement: 700 (.... flag/852 war) except ‡ 789 (.... war).

total of ten 20mm AA (10×1) guns were mounted: one on B turret, two abreast the bridge, two abreast the first, and two abreast the second, funnels, two abreast the aft superstructure, and one on the quarterdeck.

Prior to her transfer to the Royal Australian Navy the *Shropshire* was refitted in 1942/43. The twin 4in AA mountings were fitted with remote power control so that they automatically followed the HA.DCTs for elevation and training, the light AA armament was made up to eighteen 20mm AA (7×2/4×1), four barrage directors with AR.283 were provided for the main armament, and the aircraft and catapult were removed. As a result displacements were increased to 10,577 (standard)/14,283 (full load) tons. In 1944 the torpedo tubes were removed, a 40mm AA replaced the 20mm AA gun on B turret, two 20mm AA (2×1) were added forward of the bridge, and a 40mm AA gun replaced the twin 20mm AA mounting on the quarterdeck.

Later war modifications during 1943/45 were varied. Aircraft and catapult were removed from all (including the *London*), X turret was taken out of the *Devonshire* and *Sussex*, and the torpedo tubes from the latter as well. In lieu of X turret two additional multiple 2pdr AA mountings (2×8) and their RDF-fitted directors were shipped aft, SR.284 was fitted on the LA.DCT of the *Sussex*, and GW.277 RDF (*Sussex* and *London*)/ SW.293 (*Devonshire*) replaced the earlier sets.

Over the same period the *London* had about six 20mm AA (6×1) added: two on B turret, two abreast the mainmast, one on X turret, and one on the quarterdeck; and the multiple machine guns were removed. Following the removal of aircraft about four 20mm AA (4×1) guns were added on the former flight deck, ten 20mm AA (4×2/2×1) guns were added on the aft superstructure; and four 40mm AA (4×1) guns were mounted forward on the shelter deck and the lower bridge, together with barrage directors fitted with AR.293 RDF on the fore side of the bridge.

In 1945 all 20mm AA guns and the crane were removed from the *Shropshire*, the total of 40mm AA guns was increased to fifteen (15×1); and the final displacements were 10,889 (standard)/14,543 (full load) tons. At the close of the war the ships of the class were armed as follows:—

London: Eight 8in (4×2), eight 4in AA (4×2), sixteen 2pdr AA (2×8), four 40mm AA (4×1), twenty 20mm AA (4×2/12×1) guns; eight 21in (2×4) T.T.

Devonshire: Six 8in (3×2), eight 4in AA (4×2), thirty-two 2pdr AA (4×8), twenty-eight 20mm AA (10×2/6×1) guns; eight 21in (2×4) T.T.

Shropshire: Eight 8in (4×2), eight 4in AA (4×2), sixteen 2pdr AA (2×8), fifteen 40mm AA (15×1) guns.

Sussex: Six 8in (3×2), eight 4in AA (4×2), thirty-two 2pdr AA (4×8), twenty-six 20mm AA (10×2/6×1) guns.

“Dorsetshire” class: DORSETSHIRE, NORFOLK.

With only small modifications these vessels were repeats of the preceding *London*. As these ships were designed to carry aircraft and catapult between the aft funnel and the aft superstructure, the 4in AA guns were moved forward to positions on each side of the first and second funnel, and the 2pdr AA guns to abreast the bridge. The heights of the bridge, catapult, and aft superstructure were all reduced; and the *Dorsetshire* only was fitted with a stern walk.

During 1932/33 aircraft and catapult were fitted, but the crane was stepped forward of the catapult; and two multiple machine guns were added on high platforms between the first and second funnels in 1934/35, and a stern walk was also fitted to the *Norfolk*. In 1937 the AA armament was strengthened when the single 4in guns were replaced by twin mountings, and were more widely spaced (the aft pair being moved aft to abreast the aft funnel, multiple 2pdr AA mountings (2×8) and their directors were added on each side of the aft superstructure, and the single 2pdr AA guns forward were taken out. Even these modest additions increased the standard displacement to about 10,400 tons

“DORSETSHIRE” CLASS: LEGEND PARTICULARS

Displacement: 10,300 tons (13,775 tons full load).

Dimensions: 595 (pp)/632¾ (oa) × 66 × 47¾d/17½ (22 full load) feet.

Machinery: Eight Admiralty 3-drum boilers (250lb/in²), four shafts, Parsons SR geared turbines SHP 80,000 = 32¼ (31 full load) knots.

Bunkers & radius: O.F. 3,210 tons, 8,000/2,300nm @ 10/30k.

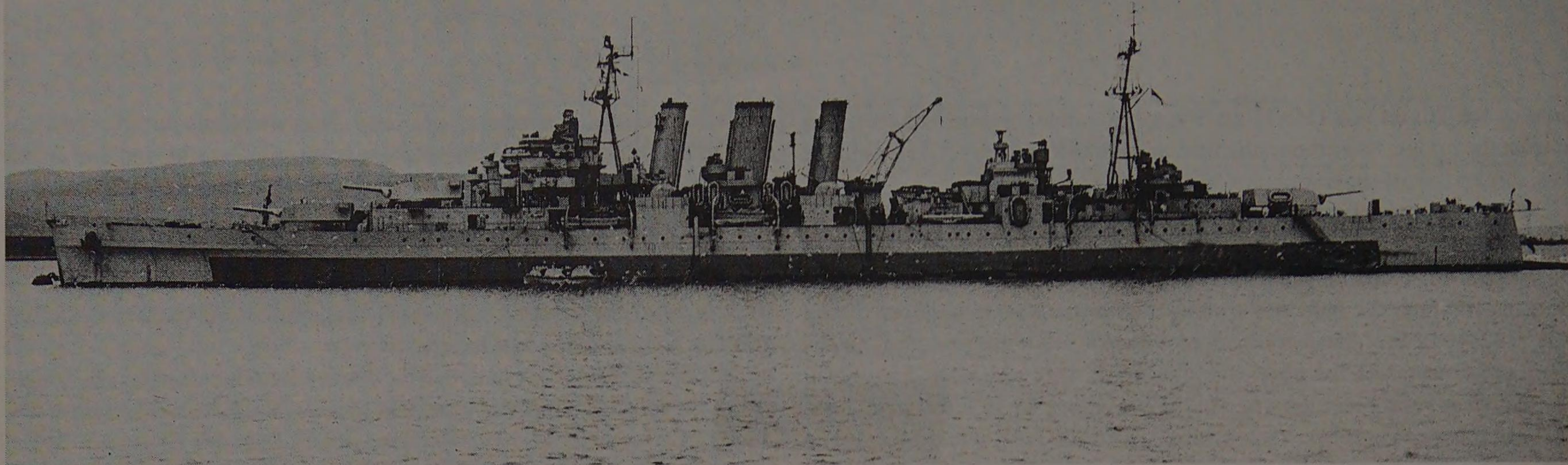
Protection: Lower deck 1¼in (over machinery spaces), 1½in (flat & slopes over steering gear aft) closed by bulkhead 1in (fwd). Fwd box citadel fore end 2½in + ½in/sides 4in + ¼in/aft end 2½in + ½in, crown 2½in + ¼in; amidships box citadel fore end 1½in + ½in/sides 3in + ¼in/aft end 1½in + ½in, crown 1½in + ½in; aft box citadel fore end 2½in + ½in/sides 4in + ¼in/aft end 2½in + ½in, crown 2½in + ½in. Turrets 1in (faces)/1in (sides)/1in (rears)/1in (crowns)/¾in (floors), barbettes 1in.

Armament: Eight 8in (4×2), eight 4in AA (4×2), sixteen 2pdr AA (2×8), eight .5in AA machine (2×4) guns; eight 21in (2×4) T.T.; one aircraft & catapult.

Complement: 710 (.... flag/819 war).

Below: The *Dorsetshire* in 1940 with multiple rocket projectors on the roofs of B and X turrets; and note the high angle of elevation of the gun in X turret. (Admiralty)





Above: The *Norfolk* in 1945 with X turret removed so that further additions could be made to the light AA armament. (Admiralty)

Early war modifications included mounting 20-barrelled 7in rocket projectors on B and X turrets on the *Norfolk* in 1940, but they—and the multiple machine guns—were subsequently removed; and between 1940 and 1942 six/eight 20mm AA (6/8×1) guns were added, the aft HA.DCT was removed, and together with an additional HA.DCT were re-sited in the wings of the bridge, tripods replaced the pole masts, AW.286 RDF was fitted at the mast-heads, SR.284 on the LA.DCT, and AR.285 to the HA.DCTs. In 1942 SW.273 RDF was added forward of the bridge, and AW.281 replaced the earlier set,

in the *Norfolk*; and in the following year AR.282 was fitted to the multiple 2pdr directors.

When she was refitted in 1944 the *Norfolk* had aircraft and catapult, X turret, all 20mm guns, and the torpedo tubes removed. Four multiple 2pdr AA mountings, and their RDF-fitted directors, were added between the first and second funnels on each side, and in place of X turret; together with four 40mm AA (4×1) guns: two forward and two aft. A small superstructure block was placed aft of the mainmast, on which a third HA.DCT was stepped, barrage directors fitted with AR.283 RDF were provided fore and aft for the main armament; while SW.277, GW.293, and SR.274 replaced the earlier RDF sets.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 3/12/26							
40	DORSETSHIRE	Portsmouth Dockyard	Cammell Laird (Birkenhead)	21. 9.27	24. 1.29	30. 9.30	Bombed IJN carrier aircraft south of Ceylon 5/4/42.
Ordered 31/1/27							
78	NORFOLK	Fairfield (Govan)	Fairfield (Govan)	8. 7.27	12.12.28	1. 5.30	Sold J Cashmore 3/1/50, arrived Newport 19/2/50 for scrapping.

“City” class: *EXETER, YORK.

That cruisers smaller than 10,000 tons would be required was envisaged as early as 1925, but as no thought was then given to arming them with other than 8in guns—and six was considered the minimum for visual spotting—such reductions that could be made in size and cost were severely circumscribed. While a 3-turret design offered an obvious saving in length, economy with hull weights was carried even further so that not only was it 50ft shorter, but beam was reduced by 9ft as well, and the flush upper deck was abandoned with the fo’c’sle terminating just aft of the bridge.

As a result of having one turret less and a shorter hull, the nett saving in weight with the *York* was about 1,750 tons; but the savings in cost of about £¼m, and in complement of 50, were hardly significant. It meant that nine *Yorks* could be built for the cost of eight *Kents*, but without sufficient saving in complement to man the ninth *York*; and this was only on first costs, as subsequent running costs were bound to be higher for nine ships than for eight.

As speed was so vital to a cruiser’s function the protection given to the machinery spaces was much improved by the provision of a 3in belt, with the armoured deck laid along its top edge in addition to the cellular layer extending up to the lower deck. The belt was only 8ft deep, and was half immersed in the full load condition, and the lower deck over the boiler rooms had to be sloped up to provide the required headroom below. To keep this side armour to the minimum length, the amidships magazine was moved to forward of the boiler rooms, where it formed the aft part of the forward box citadel, which was so over 150ft long. The side curtains to the box citadel forward and aft were 4in thick for 6ft below the crowns, and then thinned to 1in to the inner bottom.

Despite the shorter hull and smaller displacement there was no reduction with installed power to maintain 32 knots, and the same machinery was fitted as in the 10,000-ton ships. The original layout was to lead the boiler

uptakes to three funnels, but as this put the forward funnel rather close to the bridge, the uptakes from the forward boilers were trunked back to the second funnel, and the forward funnel was eliminated. Owing to the reduced hull dimensions bunker capacity had to be cut back, but sufficient was still carried to ensure an adequate radius of action.

With a reduction to three turrets X turret aft was suppressed; and as the HA magazine had been moved forward, the 4in AA guns had to follow suit, and were mounted at the break of the fo’c’sle, and abreast the fore funnel. Control arrangements comprised the main LA.DCT on the bridge, and a secondary LA.DCT and the HA.DCT on the aft superstructure. The torpedo tubes were placed between the funnels on the upper deck, and owing to the limitation of space for training only triple banks could be accommodated. Although two multiple 2pdr AA mountings were specified, they were not available by completion; and two single 2pdr AA guns were shipped in their place on each side of the bridge.

At this time considerable attention was given to provide cruisers with aircraft; and there was no denying the importance of the latter when visual

“CITY” CLASS: WEIGHTS		
Item/Weight	York	Exeter
Hull & fittings	4,130 tons	4,260 tons
Machinery	1,770 tons	1,770 tons
Protection	970 tons	980 tons
Armament	890 tons	890 tons
Equipment	490 tons	490 tons
Standard	8,250 tons	8,390 tons
Oil fuel	1,900 tons	1,900 tons
Reserve feed water	200 tons	200 tons
Full load	10,350 tons	10,490 tons

single 2pdr AA guns on each side of the forward shelter deck abreast the bridge, and later a standard training catapult was installed in the *Exeter*; but the ships were not otherwise altered up to the outbreak of the Second World War.

There were no known war modifications to the *York*; but in 1940/41 the *Exeter* had her single 4in AA guns replaced by twin mountings, two multiple 2pdr AA mountings (2×4) were added aft abreast the aft superstructure, two 20mm AA (2×1) guns were added on the roofs of B and X turrets, a second HA.DCT was added forward on the bridge, tripods replaced the pole masts,

AW.286 was fitted at the mastheads, and SR. 284 was installed on the LA.DCT forward.

The loss of the *York* proved a protracted affair. She was hit by an Italian explosive motor boat on the 26th March 1941 while at anchor in Suda Bay, and to prevent foundering had to be beached. Despite determined attempts made to salve her—which only failed to succeed by a narrow margin—while under constant German air attack, she was finally abandoned when British forces evacuated Crete on the 22nd May 1941.

1928 Heavy Cruisers

In contemplating their next cruiser design the Admiralty were able to draw on feedback from the “Kent” class, and to observe the trends with foreign contemporaries. The two draft proposals put forward were either to abandon most of the protection in order to ship a fifth twin 8in turret, or to provide more substantial protection with no increase in armament. The latter alternative was preferred; and by reducing the installed power by 25% for a slower speed of 30 knots more weight was available for side armour. This also enabled the hull to be shortened by 10ft, but by increasing the beam by 1ft draught and trim remained unaltered.

The design resembled the *Exeter* in appearance, except that four turrets were mounted, and the fo’c’sle deck was extended well aft to X turret. Aft of the funnels were two fixed catapults for aircraft, with a crane on each side abreast the aft funnel. The AA armament comprised two multiple 2pdr mountings (2×8) at the aft end of the forward shelter deck, and four 4in (4×1) guns amidships, with the main LA.DCT on the bridge, and a secondary LA.DCT and HA.DCT on the aft superstructure. Recesses were cut into the upper deck side plating on each side well aft for mounting the quadruple banks of 21in torpedo tubes.

The distribution of armour was similar to the *Exeter* except that it was thicker; and as there were only three boiler rooms the main belt was shorter,

1928 HEAVY CRUISERS: LEGEND PARTICULARS

- Displacement:** 10,000 tons (12,664 tons full load).
- Dimensions:** 570 (pp)/600 (oa) × 64 × 42d/18 (21½ full load) feet.
- Machinery:** Six Admiralty 3-drum boilers (250lb/in²), four shafts, Parsons SR geared turbines SHP 60,000 = 30 (29 full load) knots.
- Bunkers & radius:** O.F. 2,450 tons,
- Protection:** Main belt 5¾in + 1in closed by 6in + ½in bulkheads. Main deck 2¼in + ½in (over machinery spaces amid), lower deck 2½in + ½in (over steering gear aft). Fwd box citadel 3in + ½in (fwd end)/ 5¾in + ½in (upper strakes)–2½in + ½in (lower strakes) sides, crown 3in + ¼in, aft box citadel 5¾in + ½in (upper strakes)–2½in + ½in (lower strakes) sides/3in + ½in (aft end), crown 3in + ¼in. Turrets 1in (faces)/1in (sides)/ 1in (rears)/1in (crowns)/ 2½in (floors), barbettes 1in, cordite hoists 2in.
- Armament:** Eight 8in (4×2), four 4in AA (4×1), sixteen 2pdr AA (2×8) guns; eight 21in (2×4) T.T.; two aircraft & two catapults.
- Complement:** 653.

and extended 9ft below the armoured main deck. But while the machinery spaces and magazines were reasonably secure against shellfire, there were still large areas of unarmoured side and deck wide open to penetration by shell and bomb.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 15/5/29							
	SURREY	Portsmouth Dockyard	.....	.....	.....	.....	Suspended 23/8/29; cancelled 1/1/30.
	NORTHUMBER- LAND	Devonport Dockyard	.....	.....	.....	.....	Suspended 23/8/29; cancelled 1/1/30.

“Leander” class: (first group) *ACHILLES, AJAX, LEANDER, NEPTUNE, ORION.

Discussions on smaller cruiser designs had been in progress since 1924/25, and the design envisaged was closely similar to the *Leander* except that displacement was higher at 7,500/8,000 tons. However, pre-occupation with the 10,000-ton cruisers then building left little time to pursue objectives for which there was no money. What led to the disenchantment with the 10,000-ton cruiser was the realisation that its cost would severely curtail the number that could be built, and would be well short of the oft-stated figure of 70.

It would be impolitic for the Royal Navy to switch to a smaller cruiser design if all other navies continued to build up to Treaty limits, and hence the London Naval Conference (1930). Shortly after the conference opened the U.K. announced that the two suspended class A cruisers (10,000 tons) of the 1928/29 Programme, and the projected class A of the 1929/30 Programme, had all been cancelled; and the one class B (8,000 tons) of the latter programme was to be built to a reduced design of 6,500 tons armed with 6in guns. Thus, even before the outcome of the conference was known, the British intention to drop the construction of 10,000-ton cruisers was made abruptly clear. To what extent the U.K. decision influenced the conference is debatable, but the ensuing London Naval Treaty certainly endorsed its position by calling a halt to further 10,000-ton/8in gun cruisers. Thus, because of astute diplomatic intervention, the Admiralty was able to pursue its plans for smaller and cheaper cruisers that would enable it to meet the numerical requirements,

and would not be out-classed by foreign construction. The wrong interpretation would be simply to state that the Royal Navy lost two cruisers through cancellation.

Under the terms of this treaty the U.K. was allowed to build 91,000 tons of new cruisers up to the end of 1936, and the original intention was to spread this over fourteen units (“Leander” class) each of 6,500 tons. This was subsequently amended to nine “Leander” class, and six units (“Arethusa” class) of 5,250 tons; and finally to eight “Leander” class (now assessed at 7,140 tons), three “Arethusa” class, and two units (“Minotaur” class) of 9,100 tons.

By the terms of the Versailles Treaty German cruisers were limited to 6,000 tons, and between 1929 and 1931 the “Königsberg” class (three units) and the improved *Leipzig* had been completed. They were armed with nine 5.9in (3×3) guns, could make 32 knots, and were provided with cruising diesel engines to widen their sphere of action; but what was not expected at the time was that they were 10% overweight. These had been followed in 1931/32 by the Italian “Condottieri” class (the first group of four units) which on a displacement of about 5,200 tons were armed with eight 6in (4×2) guns, and could attain the remarkably high speed of 37 knots. They were especially designed to counter the large French destroyers—a task for which they were admirably fitted—but in view of their light construction, negligible protection, and short radius of action they could hardly be regarded as models for a British general-purpose cruiser for fleet and trade protection duties.

Right: The *Neptune* in 1941 had tripod masts with AW.286 RDF, and the forward twin 4in AA mountings were abreast the bridge with the seaboats stowed aft of them. No multiple 2pdr AA mountings were shipped; but multiple machine guns have been added on the roof of B turret, on the aft superstructure on each side, and on the quarterdeck. The original multiple machine guns in the bridge wings have been moved forward on to the fo’c’sle deck to make room for the sided HA.DCTs. (Admiralty)

Therefore, the yardstick for the “Leander” class were the German ships—the only light cruisers of modern design to be completed since the First World War—and the Admiralty considered that a satisfactory design to suit their requirements could be met for an additional 500 tons.

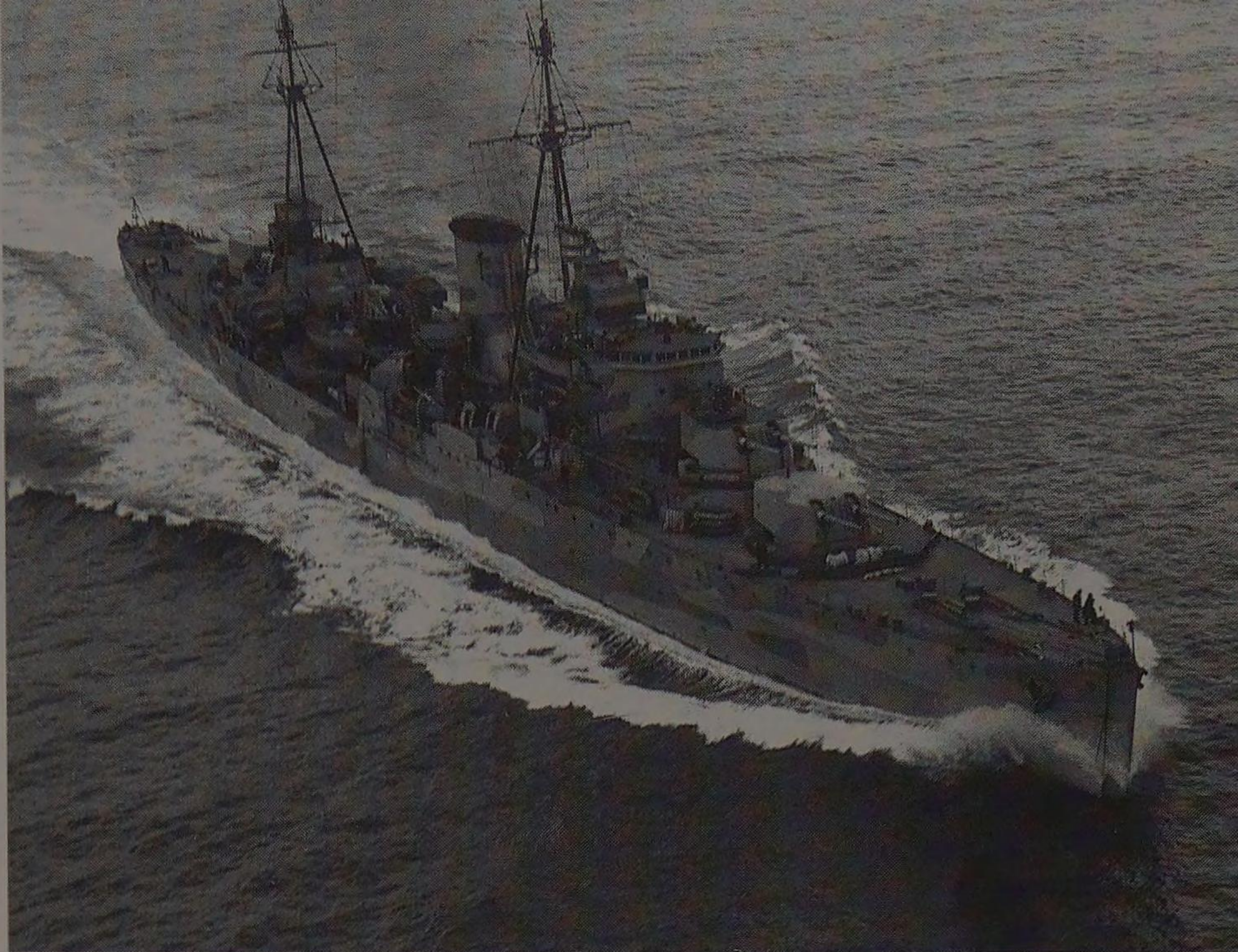
Like the *Kent*, the design of the *Leander* was largely determined by the main armament and speed—eight 6in (4×2) guns and 32 knots—but with the singular difference that the reduction in gun calibre presented no difficulty in preparing a balanced design well within the treaty limits, which still remained at 10,000 tons. In fact, it rather worked to disadvantage, so that the *Leander* turned out 1,000 tons heavier than the original draft displacement of 6,500 tons. This indicated that once free of the restraint imposed by the 10,000-ton limit too liberal a hand was allowed with additions. Following the lead ship more attention was paid to weight saving, so that the displacements of the individual ships varied; and most of the later units were within 7,000 tons. As shown in the accompanying table savings of over 300 tons with hull weights, and nearly 100 tons with equipment, was achieved with the *Achilles*.

The design adopted many features of the *Exeter*: the fo’c’sle deck terminating abreast the bridge, the neat and enclosed bridge, 4in AA guns mounted well forward, masts and funnels stepped without rake, etc. Despite a reduction of some 25% in displacement, installed power could only be reduced by 10% to maintain 32 knots. The boiler rooms were still grouped forward of the engine rooms, but boilers of an improved type could be reduced to six in number, with their uptakes led to a single trunked funnel; which was a conspicuous feature of this class.

The HA.DCT was moved from aft to forward, and was mounted aft of the LA.DCT on an extension at the rear of the bridge; and instead of a secondary LA.DCT aft there was a small control position that worked in conjunction with the local sight in X turret. Bullet proof plating up to ¼in thick was applied to the upper and lower bridges, the LA.DCT, and the aft control. The twin 6in gun turrets were given 60deg elevation; and the turrets were developed from the prototype first fitted in the cruiser *Enterprise*, and later installed as the secondary armament of the battleships *Nelson* and *Rodney*. In addition to the 4in AA guns, three multiple machine guns were shipped: one in each wing of the lower bridge, and one on the roof of the after control. It was intended to carry a second aircraft in a small hangar between the catapult and the mainmast, but space did not finally permit it to be installed.

Protection was on the same general scale as the *Exeter*, but with improvements. The 3in waterline belt over the machinery spaces was laid on 1in shell plating, was deepened abreast the boiler rooms, and extended up to the upper deck to afford protection to the uptakes and fan rooms; and the three boiler rooms and two engine rooms—with the central gearing room intervening—were all isolated from each other by ¼in armoured bulkheads. The belt armour was closed at each end by 1½in bulkheads; and a 1¼in deck was laid over the boiler rooms at upper deck level, and over the engine rooms at lower deck level, with a connecting 1½in bulkhead amidships between the two deck levels. The thrust and plummer block compartments were outside the belt armour; but were protected by a 1½in box citadel, which adjoined the box citadel for the aft magazine.

Beneath each barbette ring there was a circular support extending down one deck to the ammunition lobby—all protected by 1in armour—which was connected by armoured tubes (not required with Y turret) to the magazine box citadels. The forward box citadel enclosed the 6in and AA magazines, and the surface action transmitting station, and comprised a 2in crown and 3½in sides closed by 2½in ends; but was thinned to 1in (crown, sides, and fore end) forward in the way of A shell room. The after box citadel was



similarly arranged, except that the shell rooms at both ends (X and Y turrets) were thinned to 1in. Aft of the forward citadel a 1in box citadel was arranged around the air action transmitting station and LP room, and over the steering gear aft there was a 1¼in (flat)–1½in (slopes) deck closed at its fore end by a partial 1in bulkhead.

From the above it is evident that while the “Leander” class had an extensive patchwork of armour, a lot of it was of 1in thickness, or less, and was little better than splinter protection; and that a considerable portion of it was placed internally so that a projectile first pierced the unarmoured side before it encountered any resistance. This meant that even with vital areas remaining intact, a large amount of water could enter the hull compartments forward and aft of the machinery spaces, so that a system of close transverse sub-division was adopted below the lower deck to limit flooding. The protection applied to the magazines and machinery spaces can only be regarded as adequate, but the armoured deck over the latter was of suspect thinness.

As completed the *Leander* stowed all the boats on the upper deck, but as early experience showed they were all prone to weather damage at this level, stowage was raised one deck by extending the fo’c’sle deck to the forward 4in AA gun (and plating in the ship’s side); and by sparred decks abreast the catapult house, and the fore end of the aft superstructure deck. The seaboats forward now masked the arcs of fire of the forward 4in AA guns, so they were moved forward, to abreast the foremast, when twin mountings were shipped in 1936/37, and the seaboats placed between them; but not in the

“LEANDER” CLASS (FIRST GROUP): WEIGHTS		
Item/Weight	Leander	Achilles
Hull & fittings	3,835 tons	3,517 tons
Machinery	†1,504 tons	1,535 tons
Protection	871 tons	882 tons
Armament	688 tons	690 tons
Equipment	508 tons	414 tons
Aircraft	*43 tons	
Standard	7,449 tons	7,038 tons
Oil fuel	1,785 tons	
Reserve feed water	115 tons	
Diesel oil	19 tons	
Full load (peace)	9,368 tons	
Extra equipment	62 tons	
Extra armament	‡22 tons	
Full load (war)	9,452 tons	
†includes 25 tons lub oil		
‡includes 4 tons for aircraft		
*Broken down as follows:— crane 21t, catapult 14½t, seaplane 2½t, stores 1¾t, petrol 3¼t		



Above: The *Ajax* in 1944 with quadruple 40mm AA in lieu of multiple 2pdr AA mountings. (Admiralty)

Achilles, which did not have the twin 4in AA mountings installed until after the outbreak of war.

Early war modifications included the addition of five/seven 20mm AA (5/7×1) guns (generally one on B turret or forward of the bridge, two in the bridge wings in lieu of the multiple machine guns, two abreast the mainmast, one on the roof of the aft control in lieu of the multiple machine gun, one on X turret, and one/two at the stern), tripods replaced the pole masts, AW.286 RDF was fitted at the mastheads, and AR.285 was fitted to the HA.DCT. Prior to the removal of aircraft and catapult in 1942/43 two multiple 2pdr AA mountings (2×4) were added aft in the *Leander*, *Neptune*, and *Ajax*, but amidships in the *Orion* and *Achilles* after they had the catapult removed.

All except the *Orion* had an additional HA.DCT added forward, and this and the unit removed from the upper bridge were stepped in each wing of the lower bridge. This naturally entailed taking out the 20mm AA guns in the bridge wings, and they were mounted farther forward on the fo'c'sle deck; while the forward twin 4in AA mountings were moved aft to their original positions so that HA.DCTs were less subject to blast effect. SW.273 RDF was fitted on the upper bridge in place of the former HA.DCT, except in the *Orion* where it was placed aft before the mainmast; and the side plating was again extended aft to the after twin 4in AA mountings.

Further refinements to the light AA armament included the provision of directors fitted with AR.282 RDF for the multiple 2pdr mountings, and replacing the single 20mm guns abreast the bridge with twin mountings. Finally, during 1943/44 the *Leander* and *Achilles* were fitted with AR.283 barrage directors for the main armament, and both had X turret removed. In the former this was replaced by three 40mm AA (3×1) guns, while the multiple 2pdr AA were replaced by twin 40mm AA mountings; and in the latter by a multiple 2pdr AA mounting, with its AR.282 director on the roof of the aft control. Final war armaments were:—

Leander: Six 6in (3×2), eight 4in AA (4×2), seven 40mm AA (2×2/3×1), four 20mm AA (2×2) guns; eight 21in (2×4) T.T.

“Leander” class: (second group) HOBART, PERTH, *SYDNEY.

Aided by further boiler development the last three vessels of the “Leander” class were completed to a modified design so that the machinery could be arranged on the unit system. This entailed the boiler and engine rooms being alternated to form two completely self-contained units: the forward boiler and engine rooms powering the outer shafts, and the aft boiler and engine rooms powering the inner shafts. As a result the chances of a complete loss of power through action damage was considerably reduced, and owing to the spacing of the boiler rooms this necessitated a reversion to two funnels. By

“LEANDER” CLASS (FIRST GROUP): LEGEND PARTICULARS

Displacement: *Leander* 7,270 (9,189 full load) tons/*Neptune* 7,175 (9,094 full load) tons/*Orion* 7,215 (9,134 full load) tons/*Achilles* 7,030 (8,949 full load) tons/*Ajax* 6,985 (8,904 full load) tons.

Dimensions: 522 (pp)/554½ (oa) × 55¾ × 31½d/16 (19¾ full load) feet.

Machinery: Six Admiralty 3-drum boilers (300lb/in²), four shafts, Parsons SR geared turbines SHP 72,000 = 32½ (31 full load) knots.

Bunkers & radius: O.F. 1,785 tons + 19 tons G.O., 12,000nm @ ...k.

Protection: Main belt 4in closed by bulkheads 1½in. Upper deck 1¼in (over boiler rooms), lower deck 1¼in (over engine rooms)/1¼in (flat)—1½in (slopes over steering gear aft). Fwd box citadel fore end 1in/sides ¾in + ¼in (fwd)—3½in + ¼in (amid & aft)/aft end 2½in/crown 1in (fwd)—2in + ½in (amid & aft), TS & LP room 1in (crown)/¾in + ¼in (sides)/½in (aft end), aft box citadel to T&PBC & bomb room 1in (crown)/1in (sides)/½in (fwd end), to magazines 1in (fwd)—2in + ½in—1in (aft) crown/¾in + ¼in (fwd)—3½in + ½in—¾in + ¼in (aft) sides/ 2½in—2½in—1in (aft) ends. Turrets 1in (faces)/1in (sides)/1in (rears)/1in (crowns), barbette rings 1in, ammunition lobbies 1in (crowns)/1in (sides)/1in (ends)/1in (floors).

Armament: Eight 6in (4×2), eight except * four 4in AA (4×1/2), twelve .5in AA machine (3×4) guns; eight 21in (2×4) T.T.; one aircraft & catapult.

Complement: 570 (.... flag/.... war).

Orion: Eight 6in (4×2), eight 4in AA (4×2), eight 2pdr AA (2×4), seven 20mm AA (7×1) guns; eight 21in (2×4) T.T.

Achilles: Six 6in (3×2), eight 4in AA (4×2), twelve 2pdr AA (3×4), eleven 20mm AA (4×2/3×1) guns; eight 21in (2×4) T.T.

Ajax: Eight 6in (4×2), eight 4in AA (4×2), eight 2pdr AA (2×4), thirteen 20mm AA (2×2/9×1) guns; eight 21in (2×4) T.T.

Despite their thin deck armour, and the vulnerability of adjacent boiler rooms, the class well stood the stern test of war both on the trade routes, and in the more exacting Mediterranean theatre. Their ability to absorb damage—tempered by average good fortune—was first demonstrated when the *Achilles* and *Ajax* stood up to the 11 in gunfire of the German armoured ship *Graf Spee*; by the *Orion* when bombed at Crete in 1941; and by the only ship to be lost—the *Neptune*—which ran into a minefield, and exploded no fewer than four mines before finally sinking.

this time the unit system was common practice in many foreign cruisers, and it is difficult to appreciate why it was not adopted earlier by the Royal Navy.

Other modifications resulting from the machinery arrangement required moving the catapult and crane to between the funnels as there was insufficient centreline space aft, and as a consequence the 4in AA guns and the torpedo tubes had to be moved aft. They otherwise closely followed the layout of the *Leander* both internally and externally, and were completed with the longer fo'c'sle in the first instance. The original draft made provision for stowing a second aircraft aft of the funnels, with a samson post and derrick stepped to starboard of the aft funnel, so that aircraft could be transferred to the catapult, and recovered from overside; for a second LA.DCT aft, and for

shipping two additional multiple machine guns at the aft end of the upper bridge. The additional aircraft and machine guns were not finally fitted, and the same control arrangements aft were adhered to as in the *Leander*. The end result was the most handsome cruisers ever built by the Royal Navy with a symmetry that was as attractive as it was functional.

To suit the unit arrangement the boilers were reduced to four, but individually they had a higher output than those in the *Leander*; and while those in the forward boiler room were arranged abreast, they were disposed fore and aft in the aft boiler room. With the boiler rooms more widely spaced, the deep portion of the belt was naturally lengthened; otherwise protection was on the same scale as the *Leander*, except that a box citadel was not arranged round the thrust and plummer block compartments. While building the *Phaeton* was transferred to the Royal Australian Navy, and renamed the *Sydney*.

Prior to the outbreak of war the *Amphion* and *Apollo* had their single 4in AA guns replaced by twin mountings, and shelters for the guns crews placed between them; and were later renamed *Perth* and *Hobart* respectively on

“LEANDER” CLASS (SECOND GROUP): LEGEND PARTICULARS

Displacement: *Sydney* 6,830 (8,815 full load) tons/*Perth* 6,980 (8,965 full load) tons/*Hobart* 7,105 (9,090 full load) tons.
Dimensions: 522 (pp)/555 (oa) × 56¼ × 31½d/16¼ (20 full load) feet.
Machinery: Four Admiralty 3-drum boilers (300lb/in²), four shafts, Parsons SR geared turbines SHP 72,500 = 32½ (31 full load) knots.
Bunkers & radius: O.F. 1,837 tons, 7,000nm @ 14k.
Protection: Main belt 4in closed by bulkheads 1½in. Upper deck 1¼in (over boiler rooms), lower deck 1¼in (over engine rooms)/1¼in (flat)–1½in (slopes over steering gear aft). Fwd box citadel fore end 1in/sides ¾in + ¼in (fwd)–3½in + ¼in (amid & aft)/aft end 2½in/crown 1in (fwd)–2in + ½in (amid & aft), TS & LP room 1in (crown)/¾in + ¼in (sides)/½in (aft end), aft box citadel to T&PBC & bomb room 1in (crown)/1in (sides)/½in (fwd end), to magazines 1in (fwd)–2in + ½in–1in (aft) crown/¾in + ¼in (fwd)–3½in + ½in–¾in + ¼in (aft) sides/ 2½in–2½in–1in (aft) ends. Turrets 1in (faces)/1in (sides)/1in (rears)/1in (crowns), barbette rings 1in, ammunition lobbies 1in (crowns)/1in (sides)/1in (ends)/1in (floors).
Armament: Eight 6in (4×2), eight except * four 4in AA (4×1/2), twelve .5in AA machine (3×4) guns; eight 21in (2×4) T.T.; one aircraft & catapult.
Complement: 570 (.... flag/682 war).

“LEANDER” CLASS (SECOND GROUP): WEIGHTS

Item	Weight
Hull & fittings	3,679 tons
Machinery	1,393 tons
Protection	906 tons
Armament	716 tons
Equipment	556 tons
Aircraft	43 tons
Standard	7,293 tons
Oil fuel	1,837 tons
Reserve feed water	148 tons
Full load	9,278 tons

transfer to the Royal Australian Navy. Little, or no, alteration had been effected with the *Sydney* or *Perth* before their loss, and the latter only had SW.RDF fitted.

War modifications were more extensive in the *Hobart*: in 1942 the aircraft and catapult were removed, and the forward twin 4in AA mountings were moved forward to abreast the fore funnel, two multiple 2pdr AA mountings (2×4) were added between the funnels, and eleven 20mm AA (5×2/1×1) guns overall; an extra HA.DCT was provided forward, and this and the unit removed from the upper bridge were winged out on each side; tripods replaced the pole masts, and SW.272 RDF was fitted on the foremast, AW.279 at the mastheads, SR.284 on the LA DCT, AR.285 on the HA.DCTs, AR.282 on the multiple 2pdr directors on the fore side of the aft funnel, and AR.283 on the barrage directors fore and aft for the main armament. Between 1943 and 1945 X turret was removed, four twin 20mm AA mountings were removed, and eleven 40mm AA (3×2/5×1) and one 20mm AA guns were added; SW.276 RDF replaced SW.272, AW.281B replaced AW.279, FC-1 replaced SR.284, and SG-1 SW was added.

Below: Quarter view of the *Sydney* in 1935; note general similarity to the earlier units of the “Leander” class despite the 2-funnel unit machinery arrangement. (Admiralty)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 18/2/30							
75	LEANDER	Devonport Dockyard	Vickers-Armstrongs (Walker)	8. 9.30	24. 9.31	23. 3.33	Sold Hughes Bolckow 15/1/49, arrived Blyth 15/1/50 for scrapping.
Ordered 16/2/31							
70	ACHILLES	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	11. 6.31	1. 9.32	10.10.33	RNZN (1943/46), RIN DELHI (1948).
Ordered 2/3/31							
20	NEPTUNE	Portsmouth Dockyard	Parsons (Wallsend)	24. 9.31	31. 1.33	22. 2.34	Mined 20 miles off Tripoli 19/12/41.
Ordered 24/3/31							
85	ORION	Devonport Dockyard	Vickers-Armstrongs (Walker)	26. 9.31	24.11.32	18. 1.34	Sold West of Scotland Shipbreaking 19/7/49, arrived Troon ..8/49 for scrapping.
Ordered 1/10/32							
22	AJAX	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	7. 2.33	1. 3.34	15. 4.35	Sold J Cashmore .././49, arrived Newport 13/11/49 for scrapping.
Ordered 1/12/32							
I.29	AMPHION	Portsmouth Dockyard	Beardmore (Dalmuir)	26. 6.33	27. 7.34	6. 7.36	RAN PERTH (1939); torpedoed IJN cruisers & destroyers Sunda Strait 1/3/42.
Ordered 10/2/33							
I.48	PHAETON	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	8. 7.33	22. 9.34	24. 9.35	RAN SYDNEY (1935); torpedoed German auxiliary cruiser KORMORAN south-west Pacific 19/11/41.
Ordered 1/3/33							
I.63	APOLLO (i)	Devonport Dockyard	Beardmore (Dalmuir)	15. 8.33	9.10.34	13. 1.36	RAN HOBART (1938); sold Japanese shipbreaker, arrived /3/62 for scrapping.

“Arethusa” class: ARETHUSA, *AURORA, GALATEA, *PENELOPE.

The requirements for this class were the minimum consistent with seaworthiness and armament for a trade-route cruiser. It was considered that the major surface threat to trade would come from the auxiliary and not the regular cruisers; and that as the former could seldom bring more than four guns to bear on the broadside, an armament of six 6in guns—together with other warship refinements—should provide an ample margin of superiority. There was, however, no reduction in speed as the class were also required to double as fleet cruisers; so that savings in weight could only be effected within the narrow parameters of armament, hull, and protection. Thus, the weight of machinery—expressed as a percentage of the standard displacement—had steadily risen from 18½% in the *Kent*, to 20¼% in the *Leander*, and 23% in the *Arethusa*.

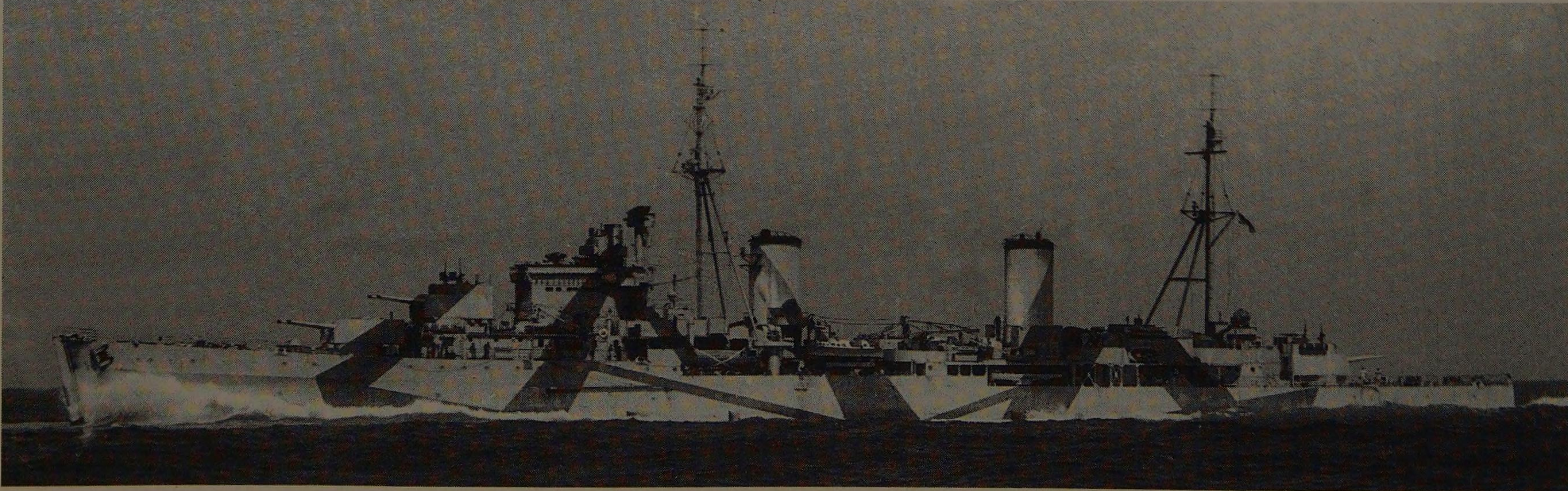
Based on the original estimate for the *Leander* there was a saving of about 1,250 tons per unit, so that six “Arethusa” class could be built in place of five “Leander” class; and while this only represented a nett gain of one, it

Below: Early war modifications to the *Arethusa* included the addition of eight 2pdr AA (2×4) in place of the aircraft and catapult, four 20mm AA (4×1) on the roof of B and Y turrets, AW.286 at the mastheads, SR.284 on the LA.DCT, and AR.285 RDF on the HA.DCT. (Admiralty)

“ARETHUSA” CLASS: WEIGHTS		
Item/Weight	Designed	Revised
Hull & fittings	2,581 tons	2,418 tons
Machinery	1,221 tons	1,200 tons
Protection	633 tons	618 tons
Armament	536 tons	534 tons
Equipment	482 tons	452 tons
Board margin	47 tons	
Standard	5,500 tons	5,222 tons
Oil fuel	1,327 tons	1,327 tons
Reserve feed water	116 tons	116 tons
Full load	6,943 tons	6,665 tons

was a valuable addition under the 91,000-ton new construction limitation then in force. The programme for six ships of this type was not finally implemented, as under the revised 1933 Estimates two units, together with one “Leander” class, were cancelled so that two larger 9,100-ton cruisers could be built.

As completed the *Arethusa* was a reduced edition of the *Amphion* design, with X turret omitted so that there was a reduction of some 50ft in length. All boats were stowed on the upper deck—except for the seaboats which were



carried under davits—aft of the break of the fo’c’sle, and were protected by a short bulwark. To be clear of the blast effect of B turret on its aft limits the multiple machine guns had to be moved aft, and then partially raised above fo’c’sle deck level, to secure clear arcs of fire over the heads of the seaboard davits. Like the *Amphion* the 4in AA magazine was still forward, although the guns were mounted well aft, and in consequence shell had to be transferred nearly 200ft horizontally along the deck. The 4in AA guns were more closely grouped than in the *Amphion*, so that as there was insufficient space between the gun supports on the upper deck, the torpedo tubes had to be moved forward to abreast the aft funnel; but even here the lack of training space necessitated a reduction to triple banks. A samson post and derrick were stepped on the starboard side of the aft funnel for shifting a second aircraft, stowed aft, to the catapult; but as the aircraft was not finally carried they were later removed.

The preliminary legend for the *Arethusa* gave a standard displacement of 5,500 tons, but this had to be reduced by about 250 tons to keep within the overall 91,000-ton limitation. To save weight welding was extensively employed for the first time in a British cruiser: and the forward 80ft of the shell, the stern, and a large proportion of the decks, bulkheads, and frames were welded. Protection was distributed as in the *Phaeton*, and on generally the same scale, but with slight reductions in thickness to the belt, the armoured deck, and the magazine box citadels.

The design was slightly modified for the final pair to improve their air defence: the single 4in AA guns were replaced by twin mountings, and the aft control by a second HA.DCT; while the searchlight on the roof of the aft control was moved forward, and the samson post and derrick were not fitted. It was recognised that the 4in gun crews would, in wartime, be closed-up for extended periods with no protection from the weather; and therefore a shelter was provided for them on each side between the mountings. This addition was applied to all later construction, except the “Dido” class; and was back-fitted to all earlier construction from the “Kent” class either before, or during, the ensuing war. A catapult was not shipped in the *Aurora*, and in its place was an additional superstructure block to provide flag accommodation.. Prior to the outbreak of war both the *Arethusa* and *Galatea* similarly had their single 4in AA guns replaced by twin mountings.

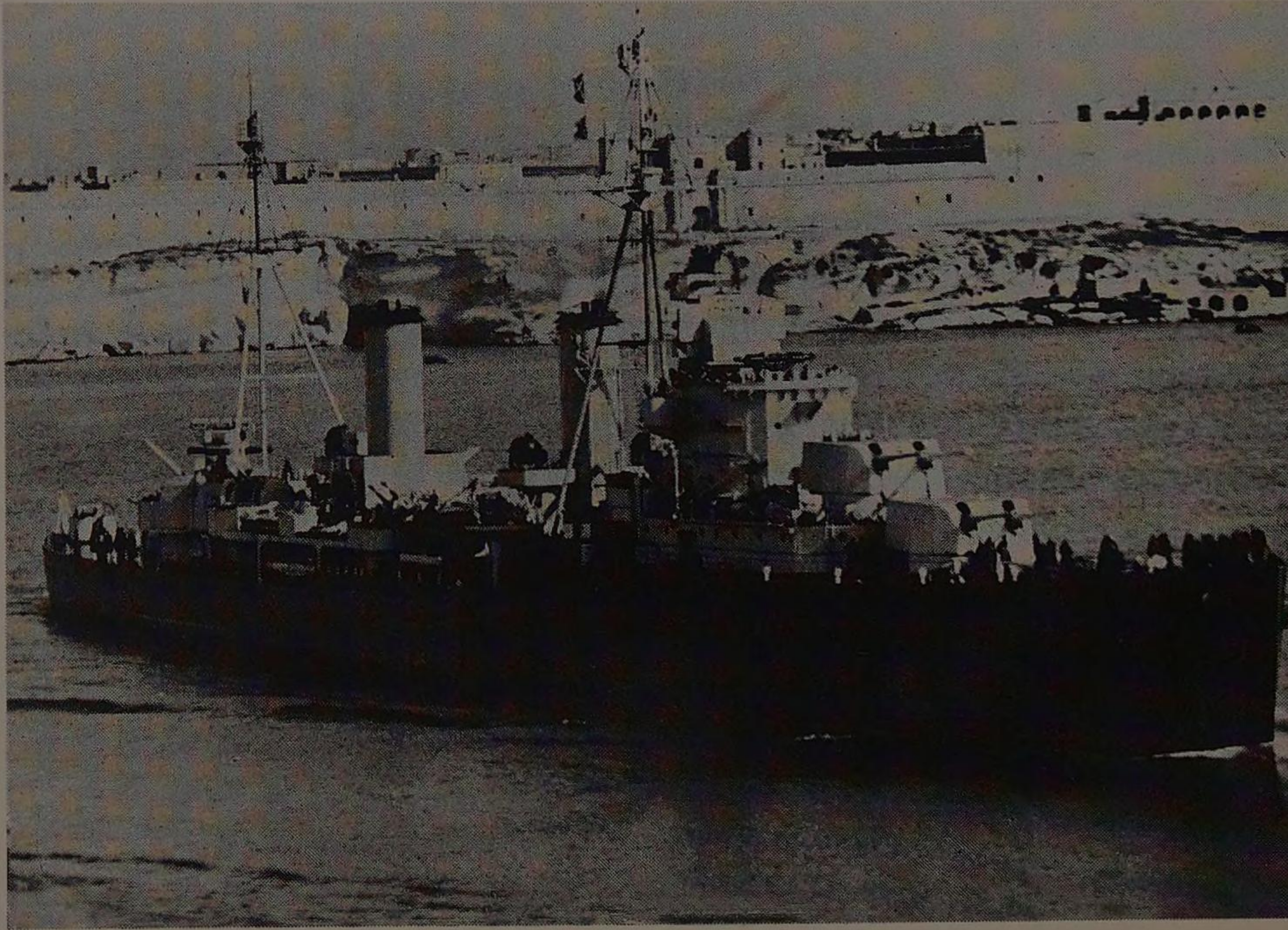
Early war modifications included the addition of two multiple 2pdr AA mountings (2×4), and four/six 20mm AA (4/6×1) guns; and the multiple machine guns were taken out. The air defence was further strengthened during 1941/42 when aircraft and catapult (additional superstructure in the case of the *Aurora*) were removed, two/three 20mm AA (2/3×1) guns were added, a second HA.DCT was fitted aft in the *Arethusa* and *Galatea*, and tripods replaced the pole masts; and SW.273 RDF was fitted forward of the bridge, AW.286 at the mastheads, SR.284 on the LA.DCT, and AR.285 to the HA.DCTs. The multiple 2pdrs were replaced by multiple 40mm AA (2×4) mountings in the *Arethusa* in 1943; and both she and the *Aurora* were provided with AR.282-fitted directors for their multiple mountings. By the close of the war some 700 tons had been added to the original displacement.

During the war this class was mainly employed with the fleet—thus justifying the speed that was built-in—and saw very little work on the trade

“ARETHUSA” CLASS: LEGEND PARTICULARS

Displacement: 5,220 tons (6,665 tons full load) except * 5,270 tons (6,715 tons full load).
Dimensions: 480 (pp)/506 (oa) × 51 ×d/14 (16¾ full load) feet.
Machinery: Four Admiralty 3-drum boilers (300lb/in²), four shafts, Parsons SR geared turbines SHP 64,000 = 32¼ knots (31¼ full load) knots.
Bunkers & endurance: O.F. 1,325 tons, 5,500/12,000nm @ .../...k.
Protection: Main belt 2¼in + ½in closed by bulkheads 1in. Upper deck 1in (over boiler rooms & fwd engine room), lower deck 1in (over aft engine room & steering gear aft). Fwd box citadel to magazines 1–2in + ½in–1–2in + ½in (crown)/¾in + ¼in–3in + ½in–¾in + ¼in–3in + ½in (sides)/1–2in + ½in–2in + ½in–2in + ½in (ends), to TS and LP room 1in + ½in (crowns)/¾in + ¼in (sides)/1in (aft end), aft box citadel to magazines 2in + ½in–¾in + ¼in (crowns)/3in + ½in (sides)/2in + ½in–2in + ½in–1in (ends). Turrets 1in (faces)/1in (sides)/ 1in (rears)/1in (crowns), barbette rings ¾in, ammunition lobbies ¾in (crowns)/¾in (sides)/¾in (ends)/¾in (floors)
Armament: Six 6in (3×2), eight 4in AA (4×2), eight .5in AA machine (2×4) guns; six 21in (2×3) T.T.; one aircraft & catapult.
Complement: 500 (....flag/....war)

routes for which they were particularly designed. In the matter of air defence there were little inferior to their larger contemporaries, and generally proved ideal small cruisers despite their apparent lack of main armament and thin deck protection. Both ships that were lost fell to the submarine torpedo while operating close inshore: the *Galatea* off Alexandria in 1941, and the *Penelope*—the last British cruiser war loss—off Anzio in 1944.



Above: Early war modifications to the *Penelope* included the addition of five 20mm AA (5×1), AW.286 at the mastheads, SR.284 on the LA.DCT, and AR.285 RDF on the HA.DCTs. (Admiralty)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/9/32							
26	ARETHUSA	Chatham Dockyard	Parsons (Wallsend)	25. 1.33	6. 3.34	21. 5.35	Sold J Cashmore ..../50, arrived Newport 9/5/50 for scrapping.
Ordered 21/3/33							
71	GALATEA	Scotts (Greenock)	Scotts (Greenock)	2. 6.33	9. 8.34	3. 9.35	Torpedoed German submarine U.557 off Alexandria 15/12/41.
Ordered 5/2/34							
97	PENELOPE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	30. 5.34	15.10.35	12.11.36	Torpedoed German submarine U.410 off Anzio 18/2/44.
Ordered 1/3/35							
12	AURORA	Portsmouth Dockyard	Wallsend Slipway	23. 7.35	20. 8.36	8.11.37	Nationalist Chinese Navy CHUNGKINH (1948), Communist Chinese Navy TCHOUNGKING (1949), HSUANG HO (1951), PEI CHING (1951), KUANG CHOU (1958) & hulked.

“Southampton” class: (first group) BIRMINGHAM, GLASGOW, *NEWCASTLE, SHEFFIELD, *SOUTHAMPTON; (second group) GLOUCESTER, LIVERPOOL, MANCHESTER; (third group) BELFAST, EDINBURGH.

Following the 1930 London Naval Treaty the European navies generally followed the lead of the British *Leander*, and reverted to smaller 6in gun cruisers; but this type found no favour with the Pacific naval powers, Japan and the U.S.A. While the treaty made a distinction between cruisers armed with guns of over (class A) or under (class B) 6in calibre, and fixed a total tonnage for each category, the upper limit still remained at 10,000 tons for both types, and naval powers were free to interpret their requirements within these qualitative and quantitative limitations.

As the treaty also brought to a temporary halt the construction of further class A cruisers, the Japanese programme for 1931 made provision for four class B ships, the “Mogami” class. In marked contrast to their European counterparts they mounted fifteen 6.1in guns, and basically were modifications of the earlier class A design, but with twin 8in turrets replaced by triple 6.1in turrets. While they had 9ft less beam than the preceding class A cruisers credulity was certainly stretched to the limit when their standard displacement was announced at 8,500 tons. To support this false figure length, draught, and installed power were understated; and it was claimed that significant savings in weight were achieved by adopting a large measure of welding for the hull, and—by Western standards—in cutting down on crew space.

Once the details of the “Mogami” class were known—and two more were ordered in 1932—the American reaction was prompt. Four cruisers had been authorised in 1929, and held in suspense since then, and these—together with three more authorised in 1933, and two more in 1934—were built to a design (the “Brooklyn” class) specially to counter the *Mogami*. As with the Japanese ships, the American *Brooklyn* was also a modification of the earlier class A cruisers in that an additional triple turret was added forward and aft. An innovation, however, was to place the aircraft hangar at the stern, which necessitated a high overall freeboard to secure the required headroom aft. This arrangement enabled the amidships superstructure to be more advantageously grouped to improve the arcs of the heavy AA guns, while imposing negligible restrictions on the arcs of X and Y turrets across the stern. The “Brooklyn” class were 50ft shorter, and had one-third less installed power, than the “Mogami” class, but nonetheless averaged 9,700 tons; and although these differences were not known with precision at the time, it made the Japanese figure of 8,500 tons clearly suspect.

Thus, while the outcome of the 1930 London Naval Treaty was initially satisfactory from the British point of view, the position soon deteriorated. In the case of the *Mogami* and *Brooklyn* the 10,000-ton/8in gun cruiser had been replaced by a 10,000-ton 6in cruiser; and while the latter did not possess the same overwhelming advantage as the former over the smaller cruisers favoured by the Royal Navy, its superiority was still most marked. The problem now faced by the Admiralty was to what extent other navies would follow the Japanese and American lead, and whether the Royal Navy could wait and see what the future trend would be. The answer was provided in the revised 1933 Estimates when one “Leander” class and two “Arethusa” class were dropped, and their combined tonnage utilised so that two enlarged 6in gun cruisers—the “Minotaur” class—could be built.

As first conceived the *Minotaur* was a triple turret version of the *Amphion*, with the dimensions moderately enlarged to accommodate the heavier armament, and protection proportionately increased. Experience with earlier classes



Above: The *Glasgow* in 1941 was still carrying aircraft with the standard RDF outfit (SW.272/AW.281/SR.284/AR.285/AR.282) and nine 20mm AA (9×1) guns. (NMM)

had already shown that aircraft could not be efficiently serviced while stowed in the open, and also that at least two were required if a constant air patrol was to be maintained. Therefore, hangars were provided on each side of the fore funnel, and the extremely practical arrangement was adopted of placing a fixed athwartships catapult at hangar deck level so that by a system of rails aircraft could be directly transferred from the hangar to the catapult. This was far preferable to using the crane to position an aircraft on the catapult—an operation that increased in difficulty as the weather worsened—and also enabled the cranes to be placed abreast the aft funnel, where they could handle the boats stowed on the 4in gun deck as well.

As the hangars required the full width of the hull, the forward shelter deck was extended out to the ship’s side, and when it was decided to replace seaplanes with a larger amphibian aircraft, the hangars had to be heightened. This, in turn, resulted in the bridge being raised by one deck, and the fore funnel heightened; and in order to circumvent back-draught problems between the bridge and the fore funnel the latter was given a sharp rake, the aft funnel and both masts naturally following suit.

The adjoining bridge and hangar were now merged into an extensive forward superstructure, which masked the forward arcs of the 4in AA guns, so that to cover these arcs the only satisfactory position available for the multiple 2pdr AA mountings—now available for all new construction—was the hangar roof, despite the difficulty of supplying shell to this height. To secure the widest field of fire for this mounting it was placed as far outboard as possible, but even so the shrouds of the foremast masked gunfire, so they were eliminated by stepping a tripod mast; and the same arrangements were adopted aft for the mainmast. Owing to the longer hull the 4in AA magazine could be moved aft, and the guns provided with a direct supply of shell.

Superficially, there was little resemblance between the *Amphion* and the final draft of the *Minotaur*, although the affinity was readily apparent in the general arrangement. It was subsequently decided to name this class after British cities, so the *Minotaur* and *Polyphemus* were renamed *Newcastle* and *Southampton* respectively; and the latter now became the lead ship.

There was an all-round improvement in protection with thicker armour applied to the belt, deck, and magazines. The belt was lengthened to provide additional armoured freeboard, and enclosed an extra main compartment forward and aft of the machinery spaces. Although the HA magazine was now within belt and deck armour the crown was still armoured; while the usual stout box citadel protection was provided for the 6in magazines forward and aft, but was thinned over A shell room forward, and Y shell room aft. The barbette rings and turret supports were graded diagonally, with thicker armour on the sides than on the fore and aft sectors; and the ammunition lobbies were connected to the magazines by 1in armoured tubes. Bullet proof plating was applied to the fore end of the upper bridge, and the two deck levels below: ¼in on the sides, ½in on the decks, and ¼in on internal bulkheads.

With the second group a semi-circular bridge front replaced the slightly rounded front of the first group; shelters were provided for the 4in gun crews between the twin mountings; the control arrangements were much improved by the addition of an LA.DCT and an HA.DCT aft, instead of the rudimentary aft control position and rangefinder of the first group; and the beam was

COMPARISON OF 6in AND 8in GUNS

Type	Weight of shell	Number of guns	Rounds/min	Total broadside
8in gun cruiser	250lb	8	2½	5,000lb/min
6in gun cruiser	112lb	12	8	10,752lb/min

increased by 2½ft. Protection was on the same scale, except that 2in armour was placed on the tubes connecting the ammunition lobbies and the magazines.

The design was modified and extended with the third group, when the HA magazine was unaccountably moved forward; and the machinery spaces were moved aft, so that they were mainly situated in the after half-length, and adjoined the aft 6in magazines. The original intention was to arm this group with sixteen 6in guns—which entailed larger magazines—in four quadruple long-trunk turrets. The barbettes now extended right down to the magazines, and the continuous hoists between them and the turrets permitted a faster rate of fire with fewer personnel. The magazines were enlarged by becoming 2-storied arrangements, and as the crowns were now above the waterline, the box citadel system of protection was abandoned; and the main belt and armoured lower deck were extended forward and aft to enclose them. While box citadel protection was more economical in weight, the magazines were equally well protected by belt and deck armour, and the additional weight this entailed was amply compensated for by the increased length of armoured freeboard, only about 80ft forward and 90ft aft remaining unprotected. The design was rather rushed so that the ships could be ordered before the impending 1936 London Naval Conference, at which it was anticipated that a lower qualitative limit would be imposed on class B (6in gun) tonnage. As a result the Admiralty could not wait for the development of the quadruple 6in gun turret, and triple turrets were substituted; and the considerable design effort put into the class was largely wasted.

As it was not unlikely that the units of this class would be pitted against 8in gun cruisers their armour was on a scale that would provide some protection against—but was not impervious to—8in shell fire, so that they could close the range until their 6in guns could be brought into action, when over a given period of time they could deliver a broadside double that of an 8in gun cruiser. The crux of the matter was the visibility range, which favoured the

“SOUTHAMPTON” CLASS (FIRST & SECOND GROUPS): WEIGHTS

Item	Weight
Hull & fittings	4,282 tons
Machinery	1,492 tons
Protection	1,431 tons
Armament	1,082 tons
Equipment	815 tons
Standard	9,102 tons
Oil fuel	1,943 tons
Reserve feed water	148 tons
Full load	11,193 tons

8in gun cruiser in clear conditions, but swung in favour of the large 6in gun cruiser as visibility decreased, and for night action. Fully to press its advantages over the heavy (8in gun) cruiser the light (6in gun) cruiser needed both speed and armour, but to secure both in substantial measure was beyond practical considerations. Other modifications introduced by the third group included:—

- (a) leaving a narrow catwalk on each side of the hangars so as to allow an unobstructed passage along the fo’c’sle deck;
- (b) the addition of a third twin 4in AA mounting on each side;
- (c) re-grouping the light AA armament so that the multiple machine guns were placed on the lower bridge forward, and the multiple 2pdr AA mountings amidships between the funnels, with their directors on the aft superstructure;

Below: The *Sheffield* in 1944 with standard RDF outfit and ten 20mm AA (10×1) guns. (Admiralty)



- (d) moving one HA calculating position from forward to aft; and
(e) stepping the mainmast forward of the aft funnel.

The air threat to warships was better appreciated when the design of the third group was drafted, but the supply arrangement of shell to the AA guns was hardly satisfactory. There was no denying the improvement in the safety factor by moving the 4in magazine amidships, but shell now had to be moved aft along a 110ft conveyor from the hoists on the flight deck. The position was even worse for the multiple 2pdr mountings: the magazine was still forward (aft of the forward 6in magazine), while the mountings had been moved 140ft farther aft from their former positions on the hangar roof. What advantages accrued from moving the machinery spaces aft was never clearly evident, but it certainly disrupted the supply of shell to the AA guns; and the arrangement was certainly not repeated in subsequent construction.

First group

Prior to the outbreak of war shelters were provided between the twin 4in AA mountings for the gun crews, and in the *Birmingham* and *Sheffield* only the after control position and the rangefinder were replaced by a third HA.DCT. The latter ship was the first in the Royal Navy to be provided with an operational RDF set when AW.79Y was fitted in 1938.

There were no known war modifications to the *Southampton* owing to her early loss; and as a makeshift measure 20-barrelled 7in rocket launchers were briefly installed on the *Birmingham*, *Glasgow*, and *Newcastle*. Subsequent modifications are summarised below:—

Newcastle: In 1941 the multiple machine guns were removed and nine 20mm AA (9×1) guns were added; and SW.273 RDF was fitted forward of the bridge, and AW.286 (later replaced by AW.291) at the mastheads. In the following year the aircraft and catapult were removed, ten 20mm AA (10×1) guns were added, AW.281 RDF replaced AW.291, SR.284 was fitted to the LA.DCT, AR.285 to the HA.DCTs, and AR.282 to the multiple 2pdr directors; in 1943 six single 20mm were replaced by four twin 20mm AA mountings; and in 1945 X turret was removed and eight 2pdr AA (2×4) guns added.

Birmingham: In 1942 the multiple machine guns were removed, seven 20mm AA (7×1) were added, AW.291 RDF was fitted at the masthead, and SR.284 to the LA.DCT. In the following year aircraft and catapult were removed, five single 20mm were replaced by eight twin 20mm AA mountings, SW.273 RDF was fitted forward of the bridge, AW.281B replaced AW.291; and in 1944 X turret was removed, and sixteen 40mm AA (4×4) and nine 20mm AA (2×2/5×1) were added.

Glasgow: In 1940 AW.286 RDF was fitted at the mastheads; and by 1942 the multiple machine guns were removed, nine 20mm AA (9×1) guns were added, SW.273 RDF was fitted forward of the LA.DCT on the bridge, AW.281 replaced AW.286, SR.284 was fitted to the LA.DCT, AR.285 to the HA.DCTs, and AR.282 to the multiple 2pdr directors. Later in the year five

"SOUTHAMPTON" CLASS (THIRD GROUP): WEIGHTS

Item	Weight
Hull & fittings	4,734 tons
Machinery	1,498 tons
Protection	1,274 tons
Armament	1,861 tons
Equipment	892 tons
Standard	10,259 tons
Oil fuel	2,256 tons
Reserve feed water	159 tons
Full load	12,674 tons

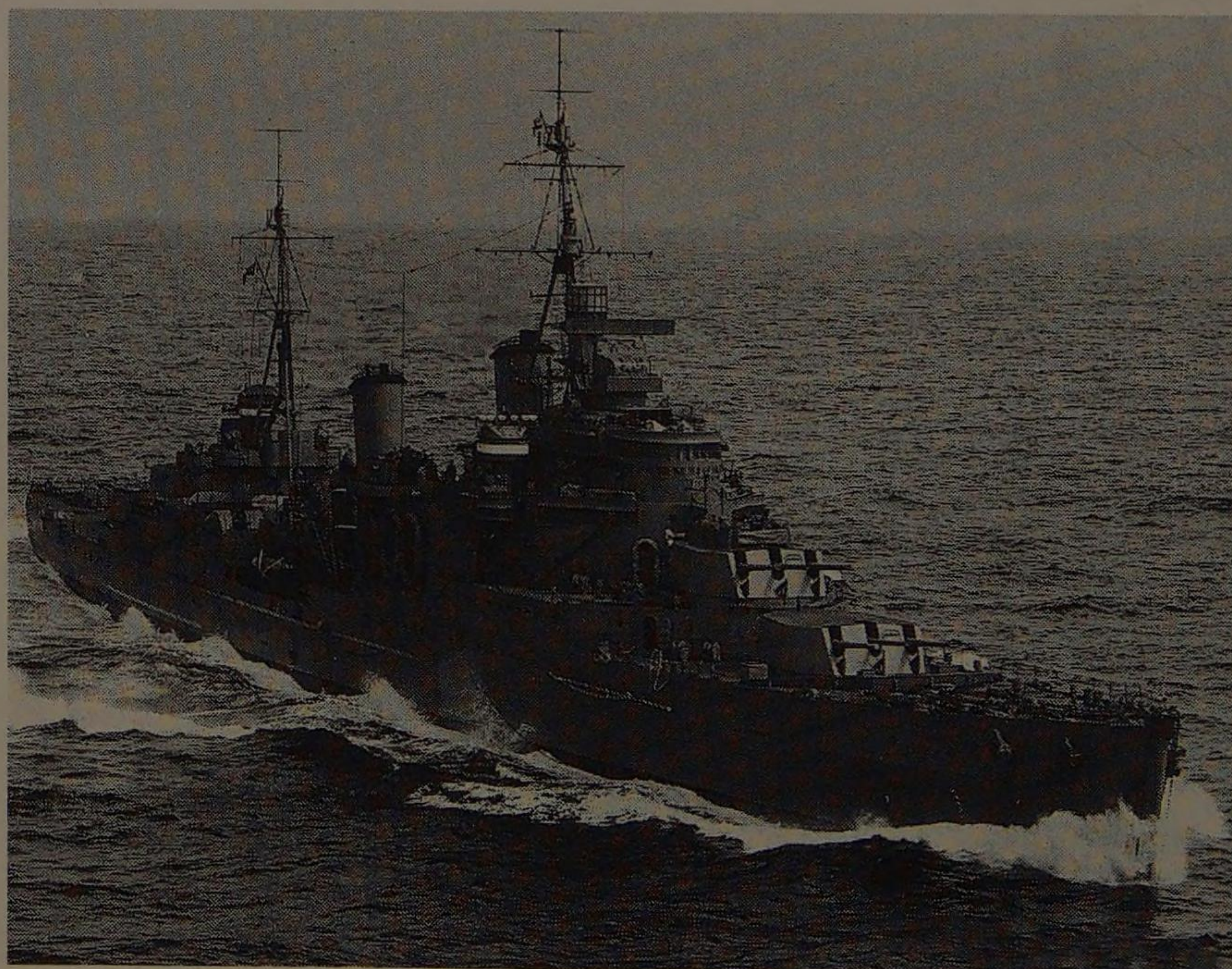


Above: By 1945 the *Newcastle* had a light AA armament of eighteen 20mm (18×1) guns, the SW.272 RDF had been moved to the aft end of the bridge, and the aircraft and catapult had been removed. (P. A. Vicary)

single 20mm were replaced by eight twin 20mm AA mountings. In 1943 two 20mm AA (2×1) guns were added, and four more 20mm AA (4×1) guns in the following year. In 1944/45 X turret, aircraft, and catapult were all removed; eight 20mm AA (2×2/4×1) guns were removed, and twelve 2pdr AA (2×4/4×1) were added; GW.293 replaced SW.273, AW.281B replaced AW.281, and SR.274 replaced SR.284.

Sheffield: In 1941 the multiple machine guns were removed, six 20mm AA (6×1) guns were added; and AW.279 was fitted at the mastheads, AR.284 to the LA.DCT, and AR.285 to the HA.DCTs. In the following year three 20mm AA (3×1) guns were added, SW.273 was fitted forward of the bridge, AW.281 replaced AW.279, AR.282 was fitted to the multiple 2pdr directors, and bar-

Below: The *Manchester* in 1942 showing initial war modifications, with SW.272 RDF fitted aft of the LA.DCT on the bridge, AW.286 at the mastheads, SR.284 on the LA.DCT, and AR.285 on the HA.DCTs. (Admiralty)



"SOUTHAMPTON" CLASS (FIRST GROUP): LEGEND PARTICULARS

Displacement: 9,100 tons (11,350 tons full load).

Dimensions: 558 (pp)/591½ (oa) × 62¼ × ...d/17 (20 full load) feet.

Machinery: Four Admiralty 3-drum boilers (350lb/in² & 250°F), four shafts, Parsons SR geared turbines SHP 75,000 = 32 (30½ full load) knots.

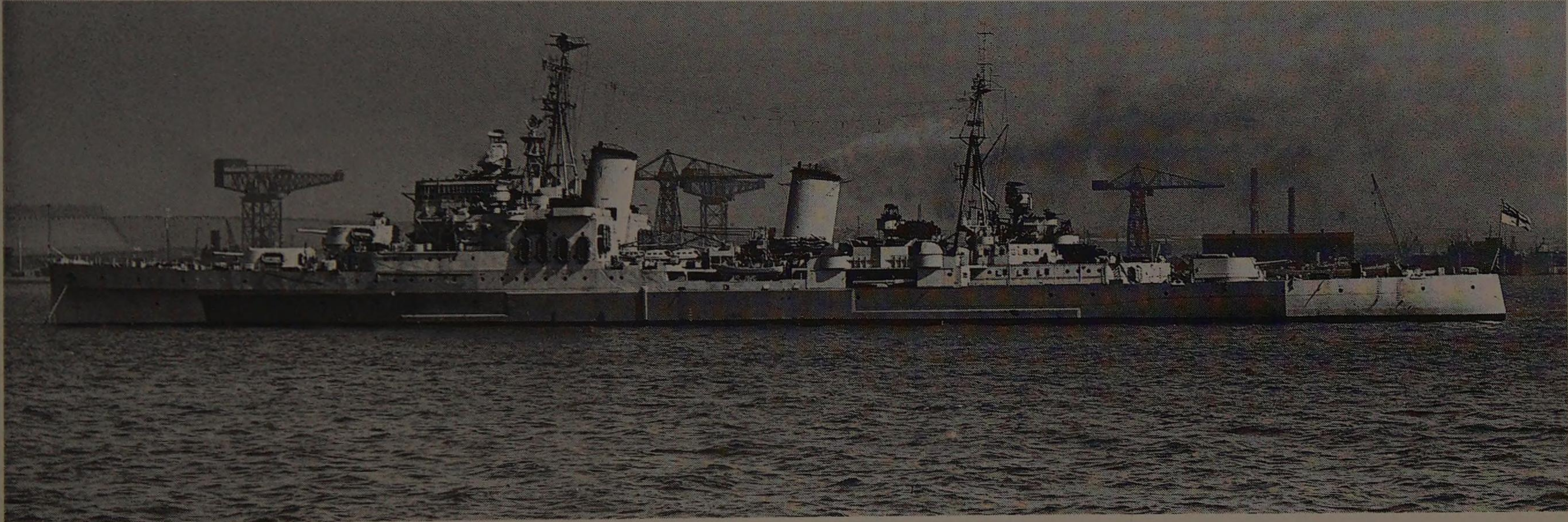
Bunkers & radius: O.F. 2,075 tons except * 1,950 tons, 6,000nm @ 14k.

Protection: Main belt 4½in closed by bulkheads 2½in. Upper deck 1½in (over boiler rooms & forward engine room), lower deck 1¼in (fwd & aft of boiler rooms)/1¼in (flat)–1½in (slopes over steering gear aft). Forward box citadel fore end 1in–2½in/sides 1in (fwd)/4½in (upper strakes)–3½in (lower strakes amid & aft)/crown 1in (fwd)–2in (amid & aft), amidships box citadel crown 4in, aft box citadel sides 4½in (upper strakes)–3½in (lower strakes fwd & amid)/1in (aft)/aft end 2½in–1in/crown 2in (fwd & amid)–1in (aft). Turrets 2in (faces & crowns)/1in (sides & rears), barbette rings 1in (fwd & aft)–2in (sides), ammunition lobbies ends 1in (fwd & aft), sides 1in, crowns 1in, floors 1in, tubes 1in.

Armament: Twelve 6in (4×3), eight 4in AA (4×2), eight 2pdr AA (2×4), eight 5in AA machine (2×4) guns; six 21in (2×3) T.T.; two aircraft & catapult.

Complement: 750 (796 flag/930 war).

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/5/34							
83	SOUTHAMPTON (i) ex-Polyphemus	J Brown (Clydebank)	J Brown (Clydebank)	21.11.34	10. 3.36	6. 3.37	Bombed German aircraft Sicilian Narrows 10/1/41 & scuttled following day.
76	NEWCASTLE ex-Minotaur	Vickers-Armstrongs (Walker)	Vickers-Armstrongs (Barrow)	4.10.34	23. 1.36	5. 3.37	Sold Shipbreaking Industries .../59, arrived Faslane 19/8/59 for scrapping.
Ordered 17/12/34							
21	GLASGOW	Scotts (Greenock)	Scotts (Greenock)	16. 4.35	20. 6.36	9. 9.37	Sold Hughes Bolckow .../58, arrived Blyth 8/7/58 for scrapping.
24	SHEFFIELD	Vickers-Armstrongs (Walker)	Vickers-Armstrongs (Barrow)	31. 1.35	23. 7.36	25. 8.37	Sold Shipbreaking Industries 31/8/67, arrived Faslane 22/9/67 for scrapping.
Ordered 1/3/35							
19	BIRMINGHAM	Devonport Dockyard	J Brown (Clydebank)	18. 7.35	1. 9.36	18.11.37	Sold T W Ward .../60, arrived Inverkeithing 7/9/60 for scrapping.
Ordered 11/11/35							
11	LIVERPOOL	Fairfield (Govan)	Fairfield (Govan)	17. 2.36	24. 3.37	2.11.38	Sold P & W MacLellan .../58, arrived Bo'ness 2/7/58 for scrapping.
15	MANCHESTER	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	28. 3.36	12. 4.37	4. 8.38	Torpedoed Italian MTB's MAS.16 & MAS.22 off Tunisia 13/8/42.
Ordered 2/3/36							
62	GLOUCESTER	Devonport Dockyard	Scotts (Greenock)	22. 9.36	19.10.37	31. 1.39	Bombed German aircraft 9 miles off Pori Island 22/5/41.
Ordered 15/8/36							
35	BELFAST	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	30.12.36	31. 3.38	6. 7.39	Hulked as museum ship (1971).
16	EDINBURGH	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	10.12.36	17. 3.38	3. 8.39	Torpedoed German submarine U.456 Barents Sea 30/4/42 and German destroyers Z.24 & Z.25 2/5/42.



“SOUTHAMPTON” CLASS (SECOND GROUP): LEGEND PARTICULARS

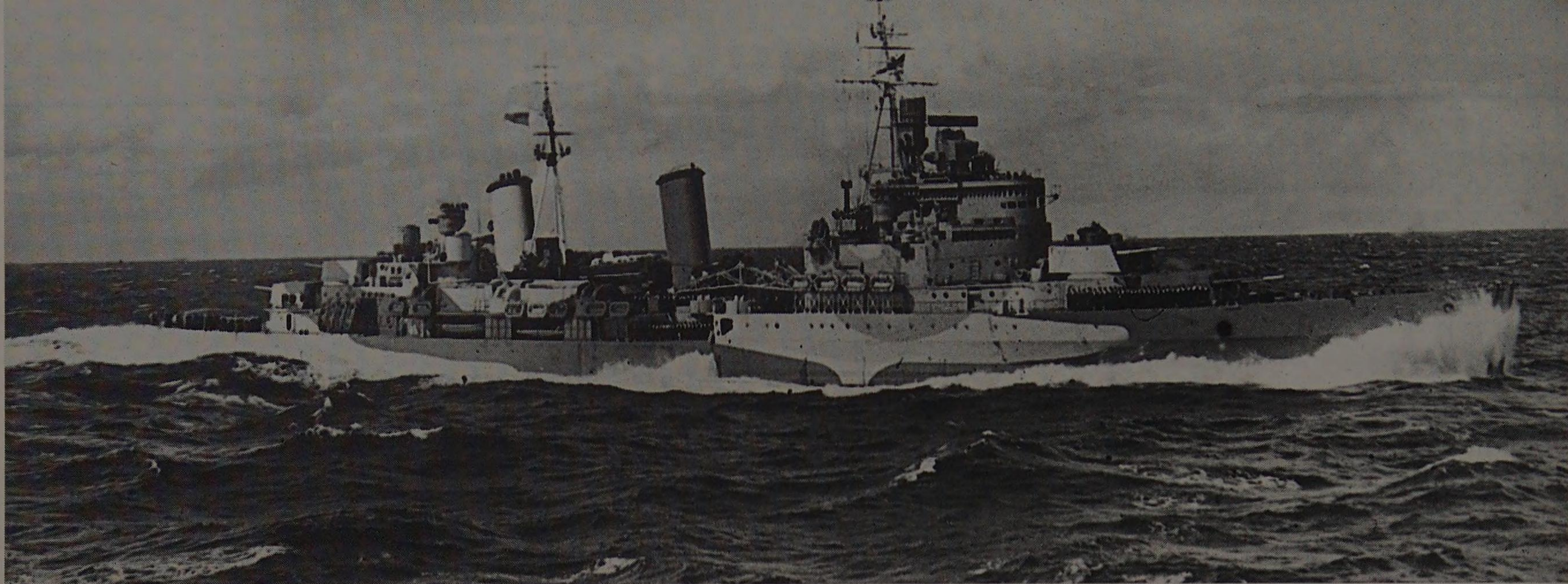
Displacement: 9,400 tons (11,650 tons full load).
Dimensions: 558 (pp)/591½ (oa) × 64¾ × ...d/17½ (20½ full load) feet.
Machinery: Four Admiralty 3-drum boilers (350lb/in² & 250°F), four shafts, Parsons SR geared turbines SHP 82,500 = 32 (30½ full load) knots.
Bunkers & radius: 2,075 tons, 6,000nm @ 14k.
Protection: Main belt 4½in closed by bulkheads 2½in. Upper deck 1½in (over boiler rooms & forward engine room), lower deck 1¼in (fwd & aft of boiler rooms)/1¼in (flat)–1½in (slopes over steering gear aft). Forward box citadel fore end 1in–2½in/sides 1in (fwd)/4½in (upper strakes)–3½in (lower strakes amid & aft)/ crown 1in (fwd)–2in (amid & aft), amidships box citadel crown 4in, aft box citadel sides 4½in (upper strakes)–3½in (lower strakes fwd & amid)/1in (aft)/aft end 2½in–1in/crown 2in (fwd & amid)–1in (aft). Turrets 2in (faces & crowns)/1in (sides & rears), barrette rings 1in (fwd & aft)–2in (sides), ammunition lobbies ends 1in (fwd & aft), sides 1in, crowns 1in, decks 1in, tubes 2in.
Armament: Twelve 6in (4×3), eight 4in AA (4×2), sixteen 2pdr AA (2×8), eight .5in AA machine (2×4) guns; six 21in (2×3) T.T.; two aircraft & catapult.
Complement: 800 (815 flag/980 war).

Above: After repair and refit the *Liverpool* in 1945 had aircraft and catapult, the aft LA.DCT, and X turret removed; and additional multiple 2pdr AA mountings were shipped on the 4in gun deck and on the aft end of the aft shelter deck, the light AA armament was further increased, and the RDF outfit was modernised. (Admiralty)

rage directors fitted with AR.283 were provided for the main armament. In 1943 five 20mm AA (5×1) guns were added; and aircraft and catapult were removed, and eight more 20mm AA (8×1) guns added in 1944. In 1944/45 X turret was removed, sixteen 40mm AA (4×4) guns were added, fifteen single 20mm AA were replaced by ten twin 20mm AA mountings, and SW.277 RDF replaced SW.273.

Second group

Owing to her relatively early loss there were no known war modifications to the *Gloucester*; but in contrast the *Manchester*, lost only three months later, did have some modifications effected, so that it is unlikely that the *Gloucester* was completely unmodified. The *Manchester* had AW.286 RDF added at the mastheads in 1940; in the following year the multiple machine guns were removed, and one 40mm AA and five 20mm AA (5×1) guns were added; in



Above: The *Belfast* in 1943 with eighteen 20mm AA (5×2 and 8×1) guns added; and an extensive RDF fit, including SW.273 and associated IFF.252, AW.281 and associated IFF.242, SR.284 on forward LA.DCT, AR.285 on all three HA.DCTs, BB.282 on both Mk. IV directors, four BB.253 for 6in guns, and IFF.251. (IWM)

1941/42 three more 20mm AA (3×1) guns were added, SW.273 RDF was fitted before the bridge, AW.291 replaced AW.286, AR.284 was fitted to the LA.DCT, AR.285 to the HA. DCTs, and AR.282 to the multiple 2pdr directors; and finally two more 40mm AA (2×1) guns were added.

The *Liverpool* was torpedoed twice, in 1939 and 1942, and so spent only six months on active service, and was under repair for the remainder of the war. In 1940 the multiple 2pdr mountings and multiple machine guns were removed—for use in other ships—while undergoing her first repair, and in 1941 nine 20mm AA (9×1) guns were added; during 1941/42 the multiple 2pdr AA mountings were replaced, SW.273 RDF was fitted forward of the bridge, SR.284 to the LA.DCT, AR.285 to the HA.DCTs, and AR.282 to the multiple 2pdr directors, and later AW.281 at the masthead. Between 1942/45 X turret, aircraft, catapult, and two 20mm AA (2×1) guns were removed; twenty 20mm AA (4×4/4×1) and twelve 20mm AA (6×2) guns were added; and GW.277 RDF replaced SW.273, AW.279B replaced AW.281, SR.274 replaced SR.284, TD.293 was added, and barrage directors with AR.283 were fitted.

Third group

In 1940 two additional units were proposed, similar in most respects to the *Edinburgh* except that the beam was increased by 2½ft, and the armoured deck thickened to 4in, with a corresponding rise of standard displacement to 10,885 tons; but the decision was later taken not to proceed with them. The *Edinburgh* had AW.279 RDF fitted at the mastheads in 1940, six 20mm AA (6×1) guns were added in the following year, and in 1942 SW.273 was fitted forward of the bridge, SR.284 to the LA.DCT, and AR.285 to the HA.DCTs.

The *Belfast* was mined in 1939, and was under repair until 1942 when the multiple machine guns were removed, eighteen 20mm AA (5×2/8×1) were added; SW.273 was fitted on the bridge, AW.281 at the mastheads,

SR.284 on the LA.DCT, AR.285 on the HA.DCTs, AR.282 on the multiple 2pdr directors, four barrage directors with AR.283 were added, IFF.251 fitted on the foremast, and IFF.242/252 on the mainmast. External bulges were added to improve stability with the belt armour bolted outboard, which increased the beam by 4ft; and the fo'c'sle deck was extended aft to the fore funnel, and the side plated-in. The draught at standard displacement was now 19½ft, which indicated that some 1,150 tons had been added.

Four more 20mm AA (4×1) guns were added in 1943; and in the following year one twin 20mm AA mounting was removed, and six single 20mm AA guns were added. In 1944/45 the aftermost twin 4in AA mountings on each side, aircraft, and catapult were removed; sixteen 2pdr AA (4×4) were added, and sixteen single 20mm AA guns were replaced by eight twin 20mm AA mountings; and SW.277 RDF replaced SW. 273, AW. 281B replaced AW.281, SR.274 replaced SR.284, four more multiple 2pdr directors fitted with AR.282 were added, together with TD.293, SW.268 and IFF.243. Finally, in 1945 four twin mountings had their twin 20mm AA replaced by single 2pdr AA guns, and five 40mm AA (5×1) guns were added. As a result of these alterations the full load displacement rose to 14,940 tons.

“SOUTHAMPTON” CLASS (THIRD GROUP): LEGEND PARTICULARS

Displacement: 10,565 tons (12,980 tons full load).

Dimensions: 579 (pp)/613½ (oa) × 64¾ ×d/18 (22½ full load) feet.

Machinery: Four Admiralty 3-drum boilers (350lb/in² & 250°F), four shafts, Parsons SR geared turbines SHP 80,000 = 32¼ (31¼ full load) knots.

Bunkers & radius: O.F. 2,250 tons (including G.O.), 8,664/6,141nm @ 13/23k.

Protection: Main belt 4½in closed by bulkheads 2½in. Upper deck 2in (over boiler rooms & fwd engine room), lower deck 2in (fwd & aft of boiler rooms)—3in (over magazines)/1¼in (flat)—1½in (slopes over steering gear aft). Turrets 4in (faces)/2in (sides)/2in (rears)/2in (crowns)/1½in (floor), barbettes 1in (fwd & aft)—2in (sides), ammunition lobbies 1in (crowns)/1in (ends)/2in (sides)/1in (floors), tubes 2in.

Armament: Twelve 6in (4×3), twelve 4in AA (6×2), eight .5in AA machine (2×4) guns; six 21in (2×3) T.T.; two aircraft & catapult.

Complement: 781 (881 flag)/.... war).

“Dido” class: (first group) ARGONAUT, BONAVENTURE, *CHARYBDIS, CLEOPATRA, DIDO, EURYALUS, HERMIONE, NAIAD, PHOEBE, *SCYLLA, SIRIUS; (second group) BLACK PRINCE, BELLONA, DIADEM, ROYALIST, SPARTAN.

When the U.K. Government finally took the decision to re-arm in 1935, the Admiralty's first concern with regard to cruisers was to increase the number from 50 to 70 (later 100). The latter figure had been put forward in 1923 as the minimum for fleet and trade protection duties, while a reduction to 50 was only proposed as a temporary measure in 1930, and proved politically

expedient in framing the terms for the first London Naval Treaty. It was never intended as a permanent measure, but having once made the concession it tended—like the infamous 10-year rule—to become self-perpetuating.

However, the worsening political situation served as a spur, and succeeded where the reasoned Admiralty proposals had failed; but the Royal Navy was faced with the dilemma it had consistently advised against: a crash emergency building programme instead of steady annual replacement construction. As a result a run-down armament industry could only undertake work within its limited capacity, regardless of the funds now made available for new construction. In fact, the industrial response proved better than antici-

"DIDO" CLASS: WEIGHTS

Item	Weight
Hull & fittings	2,521 tons
Machinery	1,169 tons
Protection	718 tons
Armament	779 tons
Equipment	406 tons
Standard	5,593 tons
Oil fuel	1,107 tons
Reserve feed water	136 tons
Full load	6,836 tons

pated as the shipbuilding industry rapidly brought idle berths back into production, and were still able to draw on a skilled—if somewhat dispersed—workforce.

Two basic proposals were put forward by the Admiralty: one for a small fleet cruiser based on the *Arethusa*, and one for a large trade routes cruiser based on the *Southampton*. The former were put in hand first, as the reason for their design was to speed construction, and make good the numerical deficiency in cruisers. Although it was still premature to assess to what extent other navies would follow the lead given by the Japanese *Mogami* and the American *Brooklyn*, the indications were that they would not; so that while the "Dido" class were the smallest cruisers building at the time, they were not outclassed to any marked extent by their foreign contemporaries. Three were authorised under the 1936 Estimates, but this was increased to five under the revised Estimates presented later in the year; two under the 1937 Estimates, three under the 1938 Estimates, and three under the 1939 Estimates, but again this was increased—to six—under the Emergency War Programme that followed the outbreak of hostilities.

To improve on the 10-gun mixed calibre LA and HA armament of the *Arethusa*, the *Dido* was given a 10-gun single calibre dual-purpose (DP) armament; and adopted the new twin 5.25in twin turret, which was also being installed as the secondary armament of the "King George V" class battleships then building. The five turrets were all arranged on the centreline, three forward and two aft; and to accommodate the extra turret forward A turret was mounted 8ft closer to the bow, and the bridge was moved 16ft farther aft, than in the *Arethusa*; but with the 4in AA guns suppressed there was no difficulty in shipping an extra turret aft. In order to increase the rate of fire, and reduce the handling personnel, a change was made to the long-trunk Mk. II turret; with its single shell/charge hoist that enabled the shell rooms and cordite chambers to be combined, and increased magazine stowage.

For close air defence there was a multiple 2pdr AA mounting on each side amidships, and a multiple machine gun in each bridge wing; and in consequence there was a wider fire gap between the minimum effective range of the 5.25in and the maximum effective range of the 2pdr guns than in the *Arethusa*, which had 4in and 2pdr guns. On the bridge was an LA.DCT and an HA.DCT, and a combined HA/LA.DCT was placed aft; while tripod masts were stepped fore and aft, which—together with the funnels—had a sharp rake. Otherwise, the general arrangement was very similar to the *Arethusa*; but the hull was lengthened some 5ft, and the bridge block was noticeably larger.

Protection comprised a 3in belt over the machinery spaces closed by 1in staggered bulkheads, and a 1in deck at fo'c'sle and upper deck levels. Forward and aft there was a 2in platform deck over the magazines, reinforced by ¾in splinter protection on the platform deck side. On balance, the protection was slightly superior to the *Arethusa*, with a full width armoured deck replacing the box citadels.

Most of the class were despatched to the Mediterranean, where they deservedly earned a high reputation. How good they were as AA ships is a moot point, but they were certainly capable of putting up a formidable—if ill-directed—barrage; and it was not until 1944 that the first—and only—



Top: The *Euryalus* in 1942 with standard RDF outfit (SW.272/AW.281/SR.284/AR.285/AR.282); and the addition of six 20mm AA (6×1) guns forward, amidships, and aft. (P. A. Vicary)

Above: As completed the *Charybdis* mounted a main armament of eight 4.5in DP (4×2) guns, and omitted the LA.DCT on the bridge. In place of the multiple machine guns six 20mm AA (6×1) were shipped overall, and a standard outfit of RDF was fitted. (Admiralty)

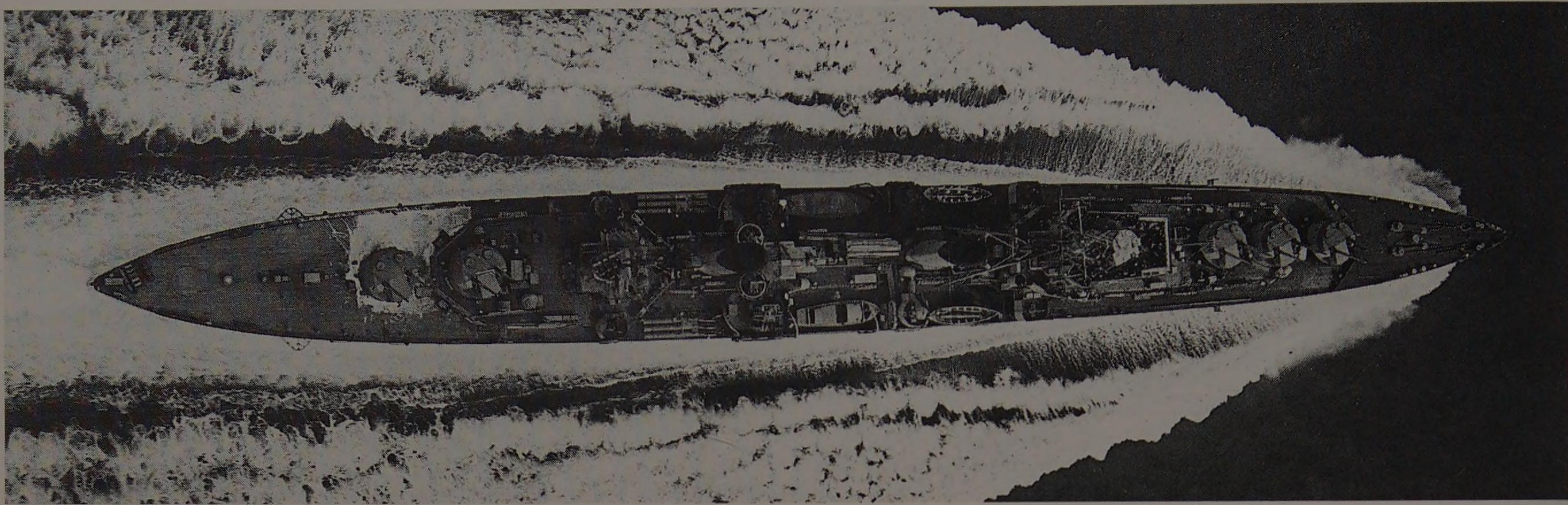
unit of the class, the *Spartan*, succumbed to air attack, and even then it required one of the new German glider bombs to achieve this success. The four other ships that were lost—the *Bonaventure* in 1941, the *Naiad* and *Hermione* in 1942, and the *Charybdis* in 1943—were all torpedoed: a form of attack to which the small cruiser was especially prone, although the *Argonaut* survived losing both her bow and stern sections.

The scale of air attack mounted against Royal Navy warships in the Mediterranean gave a new dimension to radius, which was now determined by the amount of AA ammunition expended, and not the amount of oil fuel consumed. For a particular operation the crucial decision to carry on, or turn back, was reached once half the outfit of AA shell had been fired. The earlier losses of the cruisers *Gloucester* and *Fiji* to air attack were mainly attributed to their having run-out of AA ammunition.

First group

Despite the fact that the first six vessels were all laid down in 1937 none was completed before the outbreak of war; and now that all treaty limitations had automatically lapsed additions could be made without undue regard for weight. Already bottlenecks in production were evident with the supply of turrets, fire control equipment, reduction gearing, etc.; but the first ten units all shipped the designed armament except that the *Dido* and *Bonaventure* both lacked one turret (Q and X turrets respectively); and temporarily mounted a single 4in starshell gun in lieu. The *Bonaventure* was lost in this condition, but the *Dido* had her missing turret installed soon after.

Owing to an anticipated shortfall of turrets in 1940 it was decided to complete the *Charybdis* and *Scylla* with twin 4.5in DP mountings, and by omitting Q turret a large deckhouse could be added on the forward shelter



deck, which provided much-needed extra accommodation and office space. As there was no matching LA.DCT for these guns, they were both fitted with combined HA/LA.DCTs forward and aft. The *Charybdis* only briefly mounted a single 4in gun on the aft shelter deck; but both omitted the multiple machine guns, and mounted eight 20mm AA (8×1) guns instead.

Experience with the first ships to be completed revealed structural weakness forward, so that the hull was reinforced as necessary; and these modifications were incorporated into the units still building. The construction of the last six ordered was suspended in mid-1940, and when work was resumed on them only the *Argonaut*—which was the most advanced—was completed to the original design, while the design of the remainder was modified (q.v.). The *Argonaut* also omitted the multiple machine guns in order to mount four 20mm AA (4×1) guns; and her displacement on completion rose to 5,972 (standard)/7,171 (full load) tons.

War modifications were added to the earlier ships, and were partly—or wholly—built-in to the later units. These included the addition of up to six 20mm AA (6×1) guns in lieu of the multiple machine guns in the bridge wings, in place of the searchlights abreast the fore funnel, and at the fore end of the aft shelter deck; providing RDF-fitted directors for the multiple 2pdr AA mountings forward of the aft funnel; and fitting SW.272 RDF on the

Below: On the *Phoebe* in 1943 Q turret was removed, and—together with the multiple 2pdr AA mountings—was replaced by quadruple 40mm AA mountings; the light AA armament was increased to twelve 20mm (6×2) guns, and a standard outfit of RDF was fitted. Note that A turret is temporarily not mounted. (Admiralty)

Opposite page: Broadside view of the *Royalist* showing the layout of the armament, and with the searchlights moved from forward to aft of the aft funnel so that the MF/DF office could be located forward of it. (Admiralty)

Above: An overhead view of the *Argonaut* as completed, with the multiple machine guns in the bridge wings replaced by two 20mm AA (2×1) guns, and two additional 20mm AA (2×1) guns abreast the mainmast. (Admiralty)

foremast, AW.279/281 at the mastheads, SR.284 to the LA.DCT, AR.285 to the HA.DCTs, and AR.282 to the 2pdr directors.

During 1943/44 Q turret and the multiple 2pdr AA mountings were replaced in the *Phoebe* and *Cleopatra* by three quadruple 40mm AA mountings, with a third director with AR.282 added forward of the bridge; in the *Argonaut* Q turret was replaced by a multiple 2pdr mounting, together with its director. In general, single 20mm AA guns were replaced by twin mountings, often with the addition of two more 20mm AA guns; and this was taken

“DIDO” CLASS (FIRST GROUP): LEGEND PARTICULARS

Displacement: 5,600 tons (6,850 tons full load) except * 5,580 (6,830 tons full load).

Dimensions: 485 (pp)/512 (oa) × 50½ × ...d/14 (17¼ full load) feet.

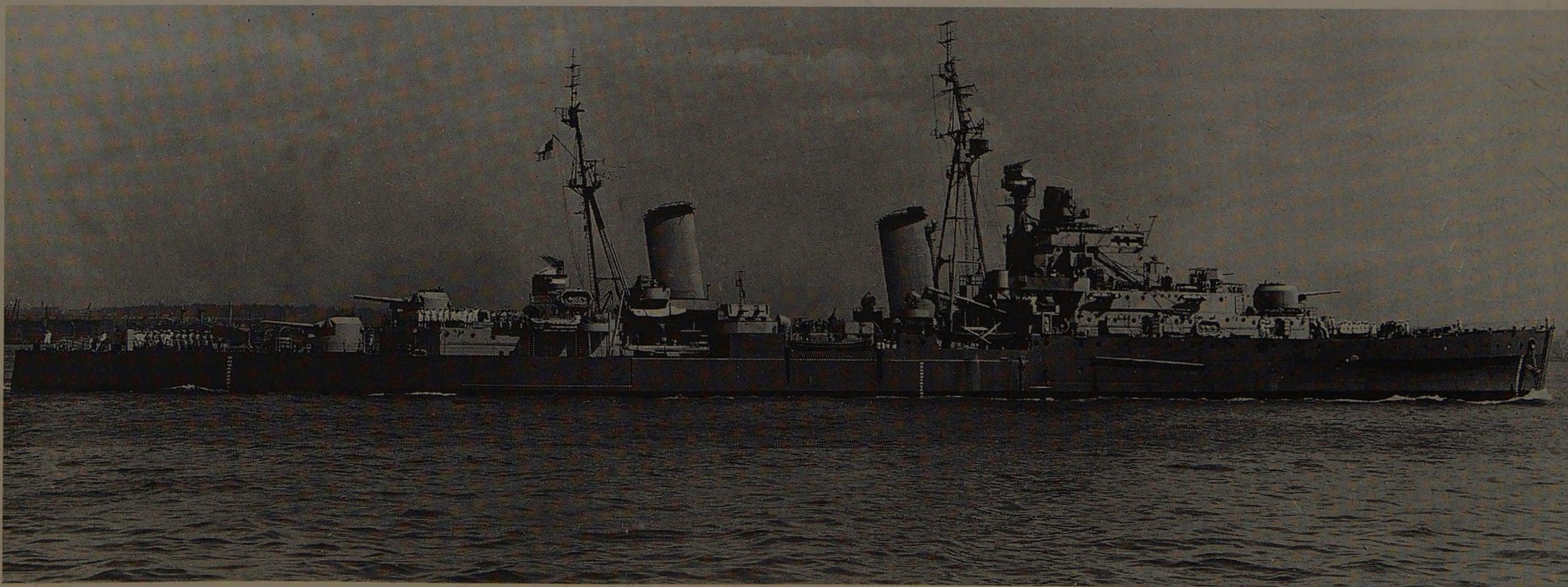
Machinery: Four Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 62,000 = 33 (30¼ full load) knots.

Bunkers & radius: O.F. 1,100 tons, 4,240/3,480/1,500nm @ 16/20/30 knots.

Protection: Main belt 3in closed by bulkheads 1in. Upper deck 1in (amid), lower deck 1in (fwd)/1in (aft)/1in (flats & slopes over steering gear aft), platform deck 2in (over fwd magazines)/1in (fwd)/2in (over aft magazines). Longitudinal bulkheads 1–1½in (abreast magazines). Turrets 1½in (faces)/1in (sides)/1in (rears)/1in (crowns), barbettes ½in/¾in.

Armament: Ten 5.25in DP (5×2), eight 2pdr AA (2×4), eight .5in AA machine (2×4) guns; six 21in (2×3) T.T.

Complement: 480 (... flag/530 war).

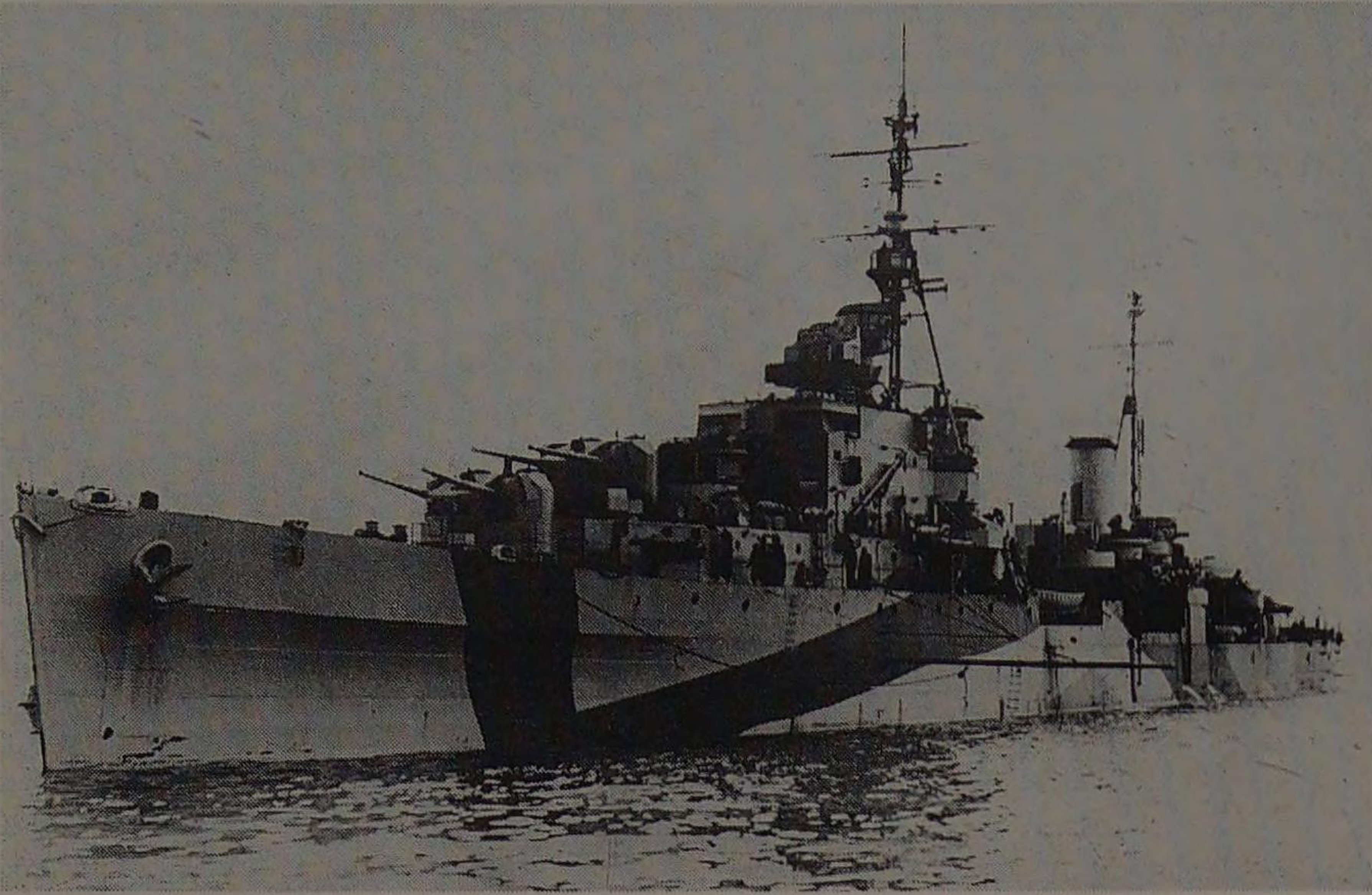


Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 20/3/37							
31	BONAVENTURE	Scotts (Greenock)	Scotts (Greenock)	30. 8.37	19. 4.39	24. 5.40	Torpedoed Italian submarine AMBRA north of Sollum 31/3/41.
37	DIDO	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	20.10.37	18. 7.39	30. 9.40	Sold T W Ward .../57, arrived Barrow 16/7/57 for scrapping.
74	HERMIONE (i)	Stephen (Linthouse)	Stephen (Linthouse)	6.10.37	18. 5.39	25. 3.41	Torpedoed German submarine U.205 north of Sollum 16/6/42.
93	NAIAD	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	26. 8.37	3. 2.39	24. 7.40	Torpedoed German submarine U.565 south of Crete 11/3/42.
43	PHOEBE	Fairfield (Govan)	Fairfield (Govan)	2. 9.37	25. 3.39	30. 9.40	Sold Hughes Bolckow .../56, arrived 1/8/56 for scrapping.
Ordered 16/6/37							
42	EURYALUS	Chatham Dockyard	Hawthorn Leslie (Hebburn)	21.10.37	6. 6.39	30. 6.41	Sold Hughes Bolckow .../59, arrived Blyth 18/7/59 for scrapping.
Ordered 15/12/37							
82	SIRIUS (i)	Portsmouth Dockyard	Scotts (Greenock)	6. 4.38	18. 9.40	6. 5.42	Sold Hughes Bolckow .../56, arrived Blyth 15/10/56 for scrapping.
Ordered 18/8/38							
88	CHARYBDIS	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	9.11.38	17. 9.40	3.12.4	Torpedoed German torpedo boats T.23 & T.27 off north coast of France 23/10/43.
33	CLEOPATRA	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	5. 1.39	27. 3.40	5.12.41	Sold J Cashmore .../58, arrived Newport 15/12/58 for scrapping.
98	SCYLLA	Scotts (Greenock)	Scotts (Greenock)	19. 4.39	24. 7.40	12. 6.42	Sold T W Ward .../50, arrived Barrow 6/5/50 for scrapping.
Ordered 4/9/39							
61	ARGONAUT	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	21.11.39	6. 9.41	8. 8.42	Sold J Cashmore .../55, arrived Newport 19/11/55 for scrapping.
63	BELLONA (ii)	Fairfield (Govan)	Fairfield (Govan)	30.11.39	29. 9.42	29.10.43	RNZN (1956/67); sold T W Ward .../59, arrived Briton Ferry 5/ 2/59 for scrapping.
81	BLACK PRINCE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	2.11.39	27. 8.42	20.11.43	RNZN (1948/62); sold Japanese shipbreaker .../..., arrived 2/3/62 for scrapping.
84	DIADEM	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	15.12.39	26. 8.42	6. 1.44	RPN BABUR (1956); sold
89	ROYALIST	Scotts (Greenock)	Scotts (Greenock)	21. 3.40	30. 5.42	10. 9.43	RNZN (1956/67); sold Noshu .../..., arrived Osaka .../1/68 for scrapping.
95	SPARTAN	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	21.12.39	27. 8.42	10. 8.43	Bombed German aircraft off Anzio 29/1/44.

a stage further by substituting a single 40mm AA for twin 20mm guns, as the power-operated mounting could accommodate either. Alterations to RDF sets included replacing SW.272 by SW.277, and AW.281 with GW.293. By the close of the war the surviving units were armed as follows:—
Dido: Ten 5·25in DP (5×2), eight 2pdr AA (2×4), thirteen 20mm AA (4×2/5×1) guns, 7,380 tons/18 feet (full load);
Euryalus: Eight 5·25in DP (4×2), twelve 2pdr AA (3×4), fifteen 20mm AA (6×2/3×1) guns; 7,500 tons/18¼ feet (full load);

Phoebe: Eight 5·25in DP (4×2), twelve 40mm AA (3×4), sixteen 20mm AA (6×2/4×1) guns, 7,280 tons/17¾ feet (full load);
Sirius: Ten 5·25in DP (5×2), eight 2pdr AA (2×4), five 40mm AA (5×1), four 20mm AA (4×1) guns, 7,210 tons/17½ feet (full load);
Cleopatra: Eight 5·25in DP (4×2), sixteen 40mm AA (3×4/4×1), four 20mm AA (4×1) guns, 7,420 tons/18 feet (full load);
Scylla: Eight 4·5in DP (4×2), twenty 40mm AA (6×2/8×1) guns, 6,975 tons/17 feet (full load);





Argonaut: Eight 5.25in DP (4×2), twelve 2pdr AA (3×4), nine 40mm AA (9×1), four 20mm AA (4×1) guns, 7,515 tons/18¼ feet (full load); with the addition of two triple banks of torpedo tubes in all units. With the exception of the *Scylla* displacement rose by 360/675 tons; and stability was impaired to the extent that the bunkers were not permitted to drop below 30% of their total capacity except in an emergency situation, in which case the fuel tanks were filled with compensating water ballast.

Second group

Owing to a shortage of 5.25in turrets construction of this group was suspended for six months during 1940/41. As war modifications were built-in

Left: The *Bellona* as completed in 1944 with a multiple 2pdr AA mounting in place of Q turret, and twelve 20mm AA (6×2) mountings positioned forward in the bridge wings, amidships aft of the fore funnel, and aft abreast the mainmast. (Admiralty)

there was little subsequent alteration except that the searchlights between the funnels (where fitted) were moved to abaft the aft funnel, and were replaced in some by two single 20mm AA guns; and that a deckhouse was added forward of the aft funnel. As completed the full load displacement unaccountably rose by 390/590 tons; but they were all fitted as command ships for carrier and amphibious groups, and were provided with fighter direction facilities, and communications links to Army personnel ashore.

“DIDO” CLASS (SECOND GROUP): LEGEND PARTICULARS

- Displacement:** 5,770 tons (6,970 tons full load).
- Dimensions:** 485 (pp)/512 (oa) × 50½ ×d/15 (18½ full load) feet.
- Machinery:** Four Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 62,000 = 33 (30¼ full load) knots.
- Bunkers & radius:** O.F. 1,100 tons, 4,240/3,480/1,500nm @ 16/20/30 knots.
- Protection:** Main belt 3in closed by bulkheads 1in. Upper deck 1in (amid), lower deck 1in (fwd)/1in (aft)/1in (flats & slopes over steering gear aft), platform deck 2in (over fwd magazines)/1in (fwd)/2in (over aft magazines). Longitudinal bulkheads 1-1½in (abreast magazines). Turrets 1½in (faces)/1in (sides)/1in (rears)/1in (crowns), barbettes ½in/¾in.
- Armament:** Eight 5.25in DP (4×2), twelve 2pdr AA (3×4), twelve 20mm AA (6×2) guns; six 21in (2×3) T.T.
- Complement:** 508 (580 flag).

“Fiji” class: BERMUDA, *CEYLON, FIJI, GAMBIA, JAMAICA, KENYA, MAURITIUS, *NEWFOUNDLAND, NIGERIA, TRINIDAD, *UGANDA, and two unnamed.

The second group of cruisers ordered under the Re-Armament Programme was based on the design of the *Southampton*, but the ships were limited to 8,000 tons by the terms of the second London Naval Treaty. Despite this severe limitation they emerged as most combative diminutives, and their design ranked as one of the best for their time.

Among the European navies there had been no general trend to follow the Japanese and American lead with 10,000-ton/6in gun cruisers except for the British “*Southampton*” class. Only the German Navy had contemplated two such ships in 1936, but they were completed with 8in guns—the original intention—as soon as a feasible excuse could be presented; and this was soon forthcoming. The enigma remained Japan: from 1936 she had withdrawn from all Treaty commitments, and all her military preparations were now shrouded in secrecy. With the benefit of hindsight it is now known that new construction in the cruiser field was modest, but lack of accurate intelligence certainly served to fan rumour at the time. What did occur, however,

Below: The *Jamaica* in 1942 with multiple machine guns omitted, and eight 20mm AA (8×1) added, together with the standard RDF outfit (SW.273/AW.281/SR.284/AR.285/AR.282). (Admiralty)



“FIJI” CLASS: WEIGHTS

Item	Weight
Hull & fittings	3,819 tons
Machinery	1,413 tons
Protection	1,289 tons
Armament	1,188 tons
Equipment	817 tons
Standard	8,526 tons
Oil fuel	1,700 tons
Reserve feed water	128 tons
Full load	10,354 tons

was that the last two units of the “*Mogami*” class were completed with twin 8in instead of triple 6in gun turrets, after which the four earlier units were immediately taken in hand and similarly altered; so that by 1940 Japan was on equal terms with the U.S.A. with eighteen 8in gun cruisers apiece. Ironically, it was the *Mogami* which had started the brief cycle of large 6in gun cruisers.

In order to save weight the *Fiji* was about 35ft shorter and had 2ft less beam than the *Southampton*, and to reduce the length of the aft boiler room the boilers were placed abreast instead of fore and aft. The AA magazine was moved forward to between the aft boiler and engine rooms so that there was a direct supply of shell to the 4in gun deck. Externally, the *Fiji* was easily distinguished from the *Southampton* as the mast and funnels were stepped without rake, the aft control position was moved to the roof of X turret and operated in conjunction with X local sight, and a flat armoured transom replaced the traditional cruiser stern.

As with the *Edinburgh* the box citadel system of protection was abandoned for the magazines, and instead the belt and armoured deck were extended forward and aft and closed by staggered bulkheads, and a narrow catwalk was provided on each side abreast the forward superstructure. The belt was thinner than in the *Southampton*, and was 3¼in thick except abreast

"FIJI" CLASS: LEGEND PARTICULARS

Displacement: 8,525 tons (10,350 tons full load) except * 8,875 tons (10,850 tons full load).

Dimensions: 538 (pp)/555½ (oa) × 62 ×d/16½ (19½ full load) except * 17¼ (20½ full load) feet.

Machinery: Four Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 72,500 = 33 (31¼ full load) knots.

Bunkers & radius: O.F. 1,700 tons, 5,850/4,900/3,480/2,180nm @ 16/10/25/30 knots.

Protection: Main belt 3¼/3½in closed by bulkheads 2in (upper strake)/1½in (lower strake), stern belt 1½in closed by bulkheads 1¼in. Upper deck 2in (amid), lower deck 2in (fwd)/2in (aft)/1¼in (flat)—2in (slopes) over steering gear aft. Turrets 2in (faces)/1in (sides)/1in (rears)/2in (crowns), barbettes ¾in (fwd & aft)/1in (sides).

Armament: Twelve 6in (4×3), eight 4in AA (4×2), eight 2pdr AA (2×4), sixteen 5in AA machine (4×4) guns except * nine 6in (3×3), ten 4in AA (5×2), sixteen 2pdr AA (4×4), twenty 20mm AA (10×2) guns; six 21in (2×3) T.T.; two aircraft & one catapult (not fitted in *).

Complement: 730 (920 war/.... flag).

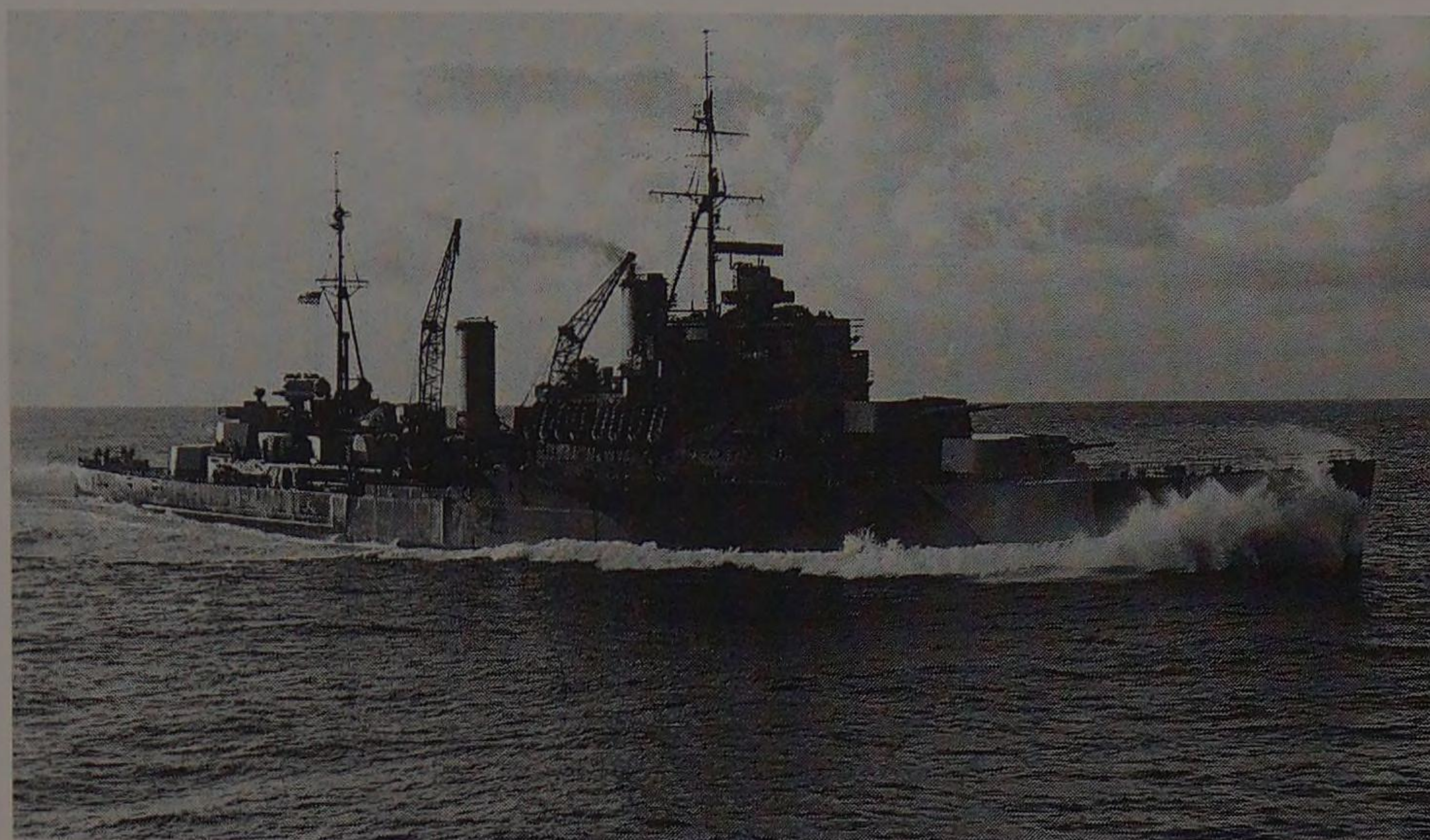
the magazines (forward, amidships, and aft) where it was increased to 3½in; but the armoured deck was thicker, and was a uniform 2in overall. In place of the armoured tube connection between the magazines and the ammunition lobbies the barbettes were extended down to the armoured deck, but had only ¾in (fore and aft)/1in (sides) armour graded diagonally; and the hoists were kept wholly within the barbettes up to the turrets.

With both the "Dido" and "Fiji" classes a very conservative attitude was adopted to steam conditions, and there was no attempt to take advantage of the economies arising from using steam at higher pressures and temperatures, or with faster running turbines. They nevertheless proved reliable steamers which missed being even better.

As none of the class was completed before the outbreak of war the fact that the ships were overweight was conveniently ignored, and the inevitable war additions started to accrue. The first five to be completed were all fitted with AW.279 RDF, and had two 20mm AA (2×1) guns added on the fo'c'sle; while the two forward multiple machine guns (shipped in lieu of the range-finders) were replaced by two 20mm AA (2×1) guns on the *Mauritius*, and two extra 20mm AA (2×1) guns were added on the roof of X turret on the *Kenya*. The final unit of this initial group—the *Trinidad*—was also fitted with SR.284 RDF on the LA.DCT, AR.285 on the Mk. V HA.DCTs, and AR.282 for the multiple 2pdr AA directors. These sets were subsequently added to the earlier four (no AR.282 on the *Mauritius*), together with SW.273 RDF (not on the *Fiji*).

The next three units to enter service—the *Jamaica*, *Gambia*, and *Bermuda*—omitted all multiple machine guns and generally shipped eight/ten single 20mm AA guns. They were provided with AW.281 RDF at the mast-heads, but only the *Jamaica* carried SW.272 low on the foremast, while it was positioned forward of the bridge in the other two.

The last three to enter service—the *Newfoundland*, *Uganda*, and *Ceylon*—were completed to a modified design which in the light of war experience omitted aircraft, and had the AA armament strengthened. A re-modelled bridge was given a square face, and had a high support for the LA.DCT so that it cleared the SW.272 RDF forward of it on the upper bridge. At lower bridge level the multiple 2pdr AA mountings were moved well forward (from the hangar roof positions), and close aft of them were their directors fitted with AR.282; and in order to accommodate them the Mk. VI HA.DCTs had to be moved farther aft. Forward of the bridge was a barrage director fitted with AR.283 for the 6in guns. Boat stowage was shifted from aft of the aft funnel to forward of it on the former flight deck; and the hangar spaces were utilised as additional offices and accommodation. Aft X turret was omitted; and replaced by a third multiple 2pdr AA mounting, together with its AR.282 RDF-fitted director. The light AA armament comprised six (*Uganda* only)/eight twin 20mm mountings—at the fore end of the lower bridge (2×2), on the hangar roof (2×2), and on the aft superstructure (2/4×2)—with four more 20mm AA (4×1) guns amidships on the former flight deck.



Above: The *Mauritius* in 1943 with eight 20mm AA (8×1) guns; and fitted with SW.273, AW.279, SR.284, AR.285, and IFF.251 RDF. (Admiralty)

During 1943/44 the aircraft, catapult, and port crane were removed from the six earlier surviving units, and a further six/eight single 20mm AA guns were added, but the *Mauritius* shipped sixteen additional 20mm AA (16×1) guns. A fourth multiple 2pdr AA mounting was added forward of the mainmast, and two twin 20mm AA mountings on the former flight deck, on the *Newfoundland* and *Ceylon*. With the *Uganda* two quadruple 40mm AA mountings and their RDF-fitted directors replaced the 20mm AA guns on the former flight deck; but six more 20mm AA (6×1) were added aft, and—oddly—the twin 20mm AA mountings on the former hangar roof were replaced by single guns.

This was followed in 1944/45 by X turret being removed from the *Mauritius*, *Kenya*, *Jamaica*, and *Bermuda*, and being replaced—except on the *Kenya*—by three multiple 2pdr AA mountings: one forward of the mainmast, and two in place of the turret. In the *Kenya* all 2pdr and 20mm AA guns were taken out, and replaced by eighteen 40mm AA (5×2/8×1) guns disposed two singles on the lower bridge forward, two twins on the former hangar roofs, two singles on the former flight deck, one twin forward of the mainmast, four singles on the aft superstructure, and two twins in lieu of X turret. In all units directors fitted with AR.282 were provided for each multiple 2pdr or twin 40mm AA mountings. In general, all—or most—of the single 20mm AA guns were replaced by twin mountings, and the guns on the quarterdeck removed; and this was taken a stage further on the *Bermuda* which later shipped single 40mm AA guns in the twin 20mm AA mountings.

Other modifications included the provision of remote power control (RPC) for the twin 4in AA mountings, by which means they automatically followed the HA.DCTs for elevation and training; and—in most units—the crane was re-stepped on the centreline aft of the fore funnel, and was housed aft. The RDF was modernised, and they were generally fitted as follows:—

Below: The *Uganda* in 1943 with additional multiple 2pdr AA mountings in lieu of X turret, aircraft and catapult omitted, but with not all the light AA armament yet mounted. Note barrage director forward fitted with AR.283 RDF, and SW.272 on bridge with high LA.DCT aft of it. (P. A. Vicary)





Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/12/37							
46	TRINIDAD	Devonport Dockyard	Hawthorn Leslie (Hebburn)	21. 4.38	21. 3.40	14.10.41	Bombed German aircraft Barents Sea 14/5/42 & torpedoed destroyer MATCHLESS 15/5/42.
Ordered 20/12/37							
58	FIJI	J Brown (Clydebank)	J Brown (Clydebank)	30. 3.38	31. 5.39	17. 5.40	Bombed German aircraft south-west of Crete 22/5/41.
14	KENYA	Stephen (Linthouse)	Stephen (Linthouse)	18. 6.38	18. 8.39	20. 8.40	Sold Shipbreaking Industries .././62, arrived Faslane 29/10/62 for scrapping.
80	MAURITIUS	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	31. 3.38	19. 7.39	1. 1.41	Sold T W Ward .././65, arrived Inverkeithing 27/3/65 for scrapping.
60	NIGERIA	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	8. 2.38	18. 7.39	23. 9.40	RIN MYSORE (1957); sold
Ordered 1/3/39							
30	CEYLON	Stephen (Linthouse)	Stephen (Linthouse)	27. 4.39	30. 7.42	13. 7.43	Peruvian Navy CORONEL BOLOGNESI (1959).
48	GAMBIA	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	24. 7.39	30.11.40	21. 2.42	RNZN (1943-46); sold T W Ward .././68, arrived Inverkeithing 5/12/68 for scrapping.
44	JAMAICA	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	28. 4.39	16.11.40	29. 6.42	Sold Arnott Young .././60, arrived Dalmuir 20/12/60 for stripping & Troon .././62 for scrapping.
66	UGANDA	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	20. 7.39	7. 8.41	3. 1.43	RCN QUEBEC (1944); sold Japanese shipbreaker .././60, arrived Osaka 6/2/61 for scrapping.
Ordered 4/9/39							
52	BERMUDA	J Brown (Clydebank)	J Brown (Clydebank)	30.11.39	11. 9.41	21. 8.42	Sold T W Ward .././65, arrived Briton Ferry 26/8/65 for scrapping.
59	NEWFOUND- LAND	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	9.11.39	19.12.41	20. 1.43	Peruvian Navy ALMIRANTE GRAU (1959); sold

Left: The *Gambia* (upper) in 1943, and the *Nigeria* (lower) in 1944 with aircraft and catapult removed, and single crane re-positioned on centreline forward, SW.272 RDF on foremast, barrage directors forward (not on the *Nigeria*) and aft fitted with AR.283, and a light AA armament of twelve 20mm (6×2) guns. (Admiralty)

- (a) SW.277 except the *Nigeria*, *Ceylon*, and *Gambia* with SW.272 and the *Gambia* with SW.SG1;
- (b) AW.293 except the *Gambia* with AW.281;
- (c) SR.284 except the *Kenya*, *Jamaica*, *Bermuda*, *Newfoundland* and *Ceylon* SR.274;
- (d) AR.282 (2pdr)/283 (6in)/285 (4in);
- (e) IFF.242/243/244; and AH.257 in the *Jamaica*.

By the close of the war the surviving units were armed as follows:—

Kenya: Nine 6in (3×3), eight 4in AA (4×2), eighteen 40mm AA (5×2/8×1) guns, 10,960 tons (full load);

Mauritius: Nine 6in (3×3), eight 4in AA (4×2), twenty 2pdr AA (5×4), twenty 20mm AA (10×2) guns, 11,090 tons (full load);

Nigeria: Twelve 6in (4×3), eight 4in AA (4×2), eight 2pdr AA (2×4), eighteen 20mm AA (8×2/2×1) guns, 11,040 tons (full load);

Gambia: Twelve 6in, eight 4in AA (4×2), eight 2pdr AA (2×4), eighteen 20mm AA (8×2/2×1) guns, 11,020 tons (full load).

Jamaica: Nine 6in (3×3), eight 4in AA (4×2), twenty 2pdr AA (5×4), eighteen 20mm AA (6×2/6×1) guns, 10,960 tons (full load);

1940 Heavy Cruisers: Four unnamed.

At the outbreak of war there were no fewer than 19 cruisers (ten “Dido” and nine “Fiji” classes) under construction, and under the 1939 Emergency War Programme orders were promptly placed for eight more (six “Dido” and two “Fiji” classes). With this backlog of construction on hand a 1940 project for four 8in gun cruisers was not advanced owing to more urgent priorities in other categories, and the ships were never ordered.

From the few details available on this class they were to have a standard displacement of 18,740 tons, and compared with the 10,000-ton/8in gun cruisers a considerable proportion of the additional weight was absorbed by protection, while there were notable increases in that allocated to armament and machinery. The armament comprised eight 8in (4×2) and probably twelve 4in AA (6×2) guns, together with a light AA armament in keeping with the standards of the day.

Bearing in mind the similarity in profile between the re-constructed *London* and the *Fiji* it would appear most likely that they would have had a similar appearance, and would have favoured the raised fo’c’sle design of the latter rather than the flush upper deck of the former. Length would have undoubtedly run up to about 700ft.

Armour was described as a 4½in main belt, a 2in deck over the machinery spaces and the magazines forward and aft with 2in abreast Y turret, 1in tur-

“Minotaur (i)” class: (first group) MINOTAUR, *SWIFTSURE, BELLEROPHON; (second group) BLAKE, DEFENCE, SUPERB, TIGER.

This was a modification of the *Fiji* design (which could only be partly incorporated in the 3-turret “Fiji” class units) in which all aircraft equipment, together with X turret, was removed so that the AA armament could be augmented; and the beam was increased by 1ft (first group)/2ft (second group) to improve stability. All were authorised during 1941, and although the heavy cruiser losses incurred between 1941 and 1942 spurred their construction in the early stages, it was not subsequently pressed. By the close of hostilities only the *Swiftsure*, *Minotaur*, and *Superb* had been completed; while the *Defence* (launched), and the *Blake*, *Bellerophon*, and *Tiger* (all in frame) were still building. To ease a Royal Navy manpower shortage the Royal Ca-

Bermuda: Nine 6in (3×3), eight 4in AA (4×2), twenty 2pdr AA (5×4), four 40mm AA (4×1), eight 20mm AA (4×2) guns, 11,040 tons (full load);

Newfoundland: Nine 6in (3×3), eight 4in AA (4×2), sixteen 2pdr AA (4×4), twenty 20mm AA (10×2) guns, 11,010 tons full load.

Uganda: Nine 6in (3×3), eight 4in AA (4×2), eight 2pdr AA (2×4), eight 40mm AA (2×4), sixteen 20mm AA (4×2/8×1) guns, 10,840 tons (full load).

Ceylon: Nine 6in (3×3), eight 4in AA (4×2), sixteen 2pdr AA (4×4), twenty 20mm AA (10×2) guns, 10,830 tons (full load);

with the addition of two triple banks of torpedo tubes in each vessel. The displacement rose by 610/740 tons in the 4-turret ships, but only by 160 tons in one of the 3-turret ships (the *Newfoundland*) because the designed figure had already been increased by 500 tons; so that the Admiralty’s policy of compensating reductions for war additions was mainly observed. In 1943 the *Gambia* replaced the *Achilles* in the Royal New Zealand Navy, and the Royal Canadian Navy manned the *Uganda* for the Royal Navy.

Although the inclusion of aircraft was sound at the time the design was drawn up, within a few years aircraft were an encumbrance. Even though aircraft and catapults were later removed, such built-in features as the hangars had to be retained, and occupied valuable upper deck space which could have been more usefully utilised. In one respect the class was less than satisfactory: with a war complement some 20% higher than the designed figure accommodation for the crew was very cramped, and living conditions—especially in tropical waters—were very uncomfortable.

1940 HEAVY CRUISERS: WEIGHTS

Item	Weight
Hull & fittings	8,100 tons
Machinery*	2,350 tons
Protection	4,660 tons
Armament	2,370 tons
Aircraft	170 tons
Equipment	740 tons
Board margin	350 tons
Standard	18,740 tons
Oil fuel	3,500 tons
Reserve feed water	ca260 tons
Full load	22,500 tons
*for 120,000 SHP	

rets, and 1in across the transom stern. With machinery arranged on the unit system, the proposed installation was either for 110,000 SHP (1,950 tons) or 120,000 SHP (2,150 tons) for a speed of 32½ knots. Although no names were evidently awarded there was unofficial reference to them as the “Admiral” class.

nadian Navy agreed to man the *Minotaur* and *Superb*; but only the former was transferred and renamed the *Ontario*, while the *Uganda* replaced the latter whose construction had been delayed.

With the hangar eliminated the bridge structure was less extensive, and lower, than in the *Fiji*; but the foremast was placed closer to the fore funnel so that the upper bridge could be lengthened. The crane was stepped on the centreline aft of the fore funnel, and the deck space between the funnels was used for boat stowage.

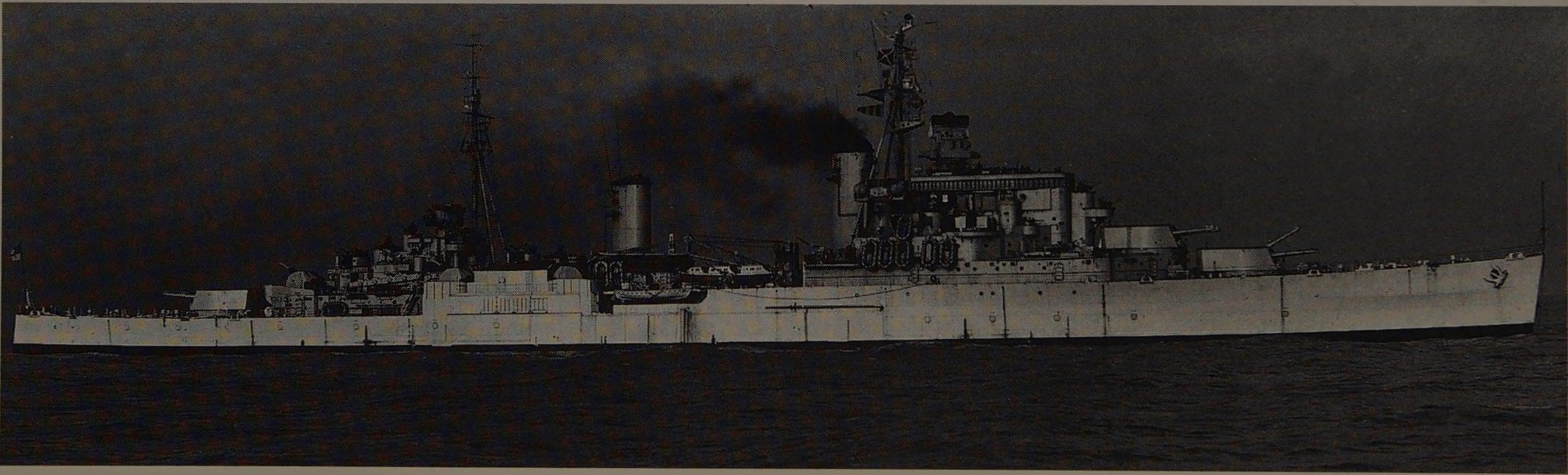
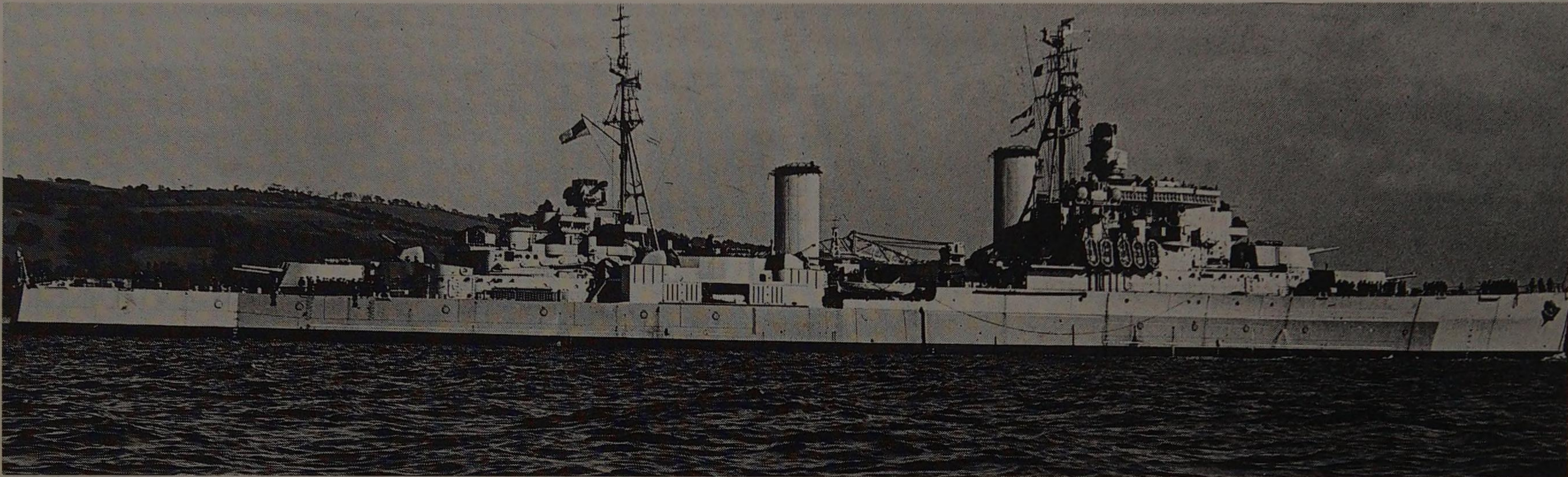
In place of X turret an extra twin 4in AA mounting was shipped aft, together with two multiple 2pdr AA mountings: one forward of the mainmast, and the other on the aft superstructure. Forward there were multiple 2pdr AA mountings on each side of the bridge; and all four mountings had wide and clear arcs of fire with considerable overlap, so that two could always be brought to bear on a particular target. As completed, they also shipped six

“MINOTAUR (i)” CLASS: LEGEND PARTICULARS

Displacement: First group 8,800 tons (11,480 except * 11,240 tons full load), second group 8,885 tons (11,560 tons full load).
Dimensions: 538 (pp)/555½ (oa) × 63 (first group)/64 (second group) ×d/17¼ (21¼ full load) feet.
Machinery: Four Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 72,500 = 32½ (31½ full load) knots.
Bunkers & radius: O.F. 1,850 tons, 8,000/6,000/2,000nm @ 16/20/30k.
Protection: Main belt 3¼/3½in closed by bulkheads 2in (upper strake)/1½in (lower strake), stern belt 1½in closed by bulkheads 1¼in. Upper deck 2in (amid), 2in (fwd & aft)/1¼ (flat)–2in (slopes) over steering gear aft. Turrets 2in (faces)/1in (sides)/1in (rears)/2in (crowns), barbettes ¾in (fwd & aft)/1in (sides).
Armament: Nine 6in (3×3), ten 4in AA (5×2), sixteen 2pdr AA (4×4), six 40mm AA (6×1) guns; six 21in (2×3) T.T.
Complement: First group 853 (960 war/.... flag), second group 867 (1,000 war/..... flag).

single 40mm AA guns—four abreast the fore funnel and two on the aft superstructure—with the addition of six single 20mm AA guns in the first group, and two single 2pdr AA and two single 20mm AA guns on the *Superb*.
Control arrangements comprised an LA.DCT fitted with AR.274 RDF on the bridge, and barrage directors with AR.282 forward and aft for the 6in guns; an HA.DCT on each side of the bridge, and one aft, for the 4in AA guns: Mk. IV with AR.285 on the *Swiftsure*, and Mk. VI with AR.275 on the others; an individual director with AR.282 for the multiple 2pdr AA mountings; while SW.293 and AW.281 were carried at the mastheads.

Below: Both the *Ontario* (upper) in 1945 and the *Superb* (lower) in 1946 were fitted with Mk. VI HA. DCTs and AR.275 RDF. Although belonging to different sub-groups they were practically indistinguishable from each other except that the *Superb* briefly shipped two 20mm AA (2×1) guns at the fore end of the lower bridge, and had whip aerials on the aft funnel. (Admiralty)



“Neptune” class: HAWKE, NEPTUNE.

A hull some 100ft longer and with 11/13ft more beam than the *Fiji/Minotaur* designs naturally absorbed a larger proportion of the additional weight made available by this design, including that for protection which had to be spread over a greater area. The main belt extended between the end barbettes, and amidships—abreast the machinery spaces—was deepened, and extended up to the upper deck. The waterline belt was closed by 4in bulkheads at the ends, by 2½in + ½in bulkheads amidships at each end of the machinery spaces, and had a 1½in deck laid along its top edge at lower (forward and aft) and upper (amidships) deck levels. All boundary and intervening bulkheads associated with the boiler and engine rooms were armoured, not so much for protection but in order to withstand water pressure if the compartments were flooded.

“NEPTUNE” CLASS: WEIGHTS

Item	Weight
Hull & fittings	7,850 tons
Machinery	1,998 tons
Protection	2,382 tons
Armament	2,124 tons
Equipment	1,045 tons
Board margin	301 tons
Standard	15,700 tons
Oil fuel	2,850 tons
Reserve feed water	190 tons
Full load	18,740 tons

The triple 6in turrets were conventionally disposed on the centreline forward and aft; and the twin 4.5in DP turrets were mounted forward, amidships between the funnels, and aft at fo’c’sle deck level, except for the amidship turrets which were carried a deck higher. The light AA armament was arranged with seven twin 40mm and four twin 20mm mountings around the bridge, three twin 40mm and eight twin 20mm mountings around the aft superstructure, and two twin 20mm mountings at the stern. Forward and aft of the amidships 4.5in turrets, on each side at fo’c’sle deck level, were quadruple banks of torpedo tubes.

In addition to the main 6in magazines forward and aft, there were three AA magazines—one forward, one amidships, and one aft—so that there was a plentiful and direct supply of shell to all the AA guns. Exceptionally complete control arrangements comprised two LA.DCTs (one forward and one aft) and four barrage directors (two forward and two aft) for the 6in guns, three Mk. VI HA.DCTs (two forward and one aft) for the 4.5in guns, an RDF-fitted director was integral with each twin 40mm mounting, and each

“NEPTUNE” CLASS: LEGEND PARTICULARS

Displacement: 15,700 tons (18,740 tons full load).
Dimensions: 655 (wl)/662 (oa) × 76 × 21¼d/24¾ (full load) feet.
Machinery: Four Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 108,000 = 33 (32 full load) knots.
Bunkers & radius: O.F. 2,850 tons, 7,500/.....nm @ 20/...k.
Protection: Main belt 1½in (fwd)/4in (amid)/1½in (aft). Upper deck 1½in (amid), lower deck 1in (fwd & aft)/ 1½in (over steering gear). Turrets 4in (faces)/2in (sides)/2in (rears)/2in (crowns), barbettes ...in.
Armament: Twelve 6in (4×3), twelve 4.5in DP (6×2), twenty 40mm AA (10×2), twenty-eight 20mm AA (14×2) guns; sixteen 21in (4×4) T.T.
Complement: 1,351 (..... flag).

twin 20mm mounting was fitted with a tachymetric sight. Thus, seventeen aerial targets could be simultaneously engaged: four with barrage fire, three at long range, and ten at close range.

“Minotaur (ii)” class: CENTURION, EDGAR, MARS, MINOTAUR.

War experience had clearly shown the desirability of a cruiser having an entire dual-purpose (DP) armament, otherwise—as in the *Neptune*—a separate heavy AA battery had to be mounted in addition to the main low-angle armament. The problem associated with this was in producing a satisfactory fully automatic and fast tracking turret to suit AA requirements. Such a DP turret would inevitably weigh more than a purely low-angle installation; and a far higher allowance of shell/gun would also be necessary, which would make equally heavy demands on space.

Weight considerations ruled-out an 8in DP gun, so that the 6in gun was adopted of necessity; and with the complications of high-angle mountings and automatic loading an enlarged gunhouse could still only accommodate two guns. A new 3in AA gun was also selected as the secondary armament, as it was a sufficiently light piece to match closely the 40mm gun in performance, and could range farther out.

In consequence, the design was cast about a twin 6in DP turret that weighed 137 tons, and a twin 3in AA mounting that weighed 35 tons on a similar hull to the *Neptune*; and work on the latter was abandoned in favour of the new design. The original draft was for a main armament of ten 6in guns disposed in three twin turrets forward and two aft, all arranged on the centreline with B, Q and X turrets superimposed; a mixed battery of 3in/40mm/20mm AA guns (later replaced by sixteen 3in AA guns quadrantly disposed in four groups, each of two twin mountings a side, abreast the bridge and the aft

“MINOTAUR (ii) CLASS: WEIGHTS

Item	Weight
Hull & fittings	7,240 tons
Machinery	2,100 tons
Protection	2,480 tons
Armament	2,270 tons
Equipment	1,060 tons
Board margin	305 tons
Standard	15,455 tons
Fuel oil	2,300 tons
Diesel oil	480 tons
Reserve feed water	180 tons
Full load	18,415 tons

superstructure); and four quadruple banks of torpedo tubes on the upper deck amidships. As there was no provision for aircraft the bridge structure could be kept low. Magazines were arranged forward and aft for the 6in guns, and forward of the machinery spaces and between Nos. 3 and 4 boiler/engine rooms for the light AA (later 3in) guns; so that there was a direct supply of shell for each section of the armament. Provision was finally made to stow 400 rounds per gun of 6in shell, and 800 rounds/gun of 3in shell.

Better to withstand action damage the long-established unit system was abandoned for an *en echelon* arrangement—already adopted by the “Weapon”

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 19/5/41							
08	SWIFTSURE	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	22. 9.41	4. 2.43	22. 6.44	Sold T W Ward .../..62, arrived Inverkeithing 17/10/62 for scrapping.
20	BELLEROPHON (i)	J Brown (Clydebank)	J Brown (Clydebank)	1.10.41	25.10.45	18. 3.59	TIGER (iii) (1945); sold
Ordered 27/5/41							
53	MINOTAUR (i)	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	20.11.41	29. 7.43	25. 5.45	RCN ONTARIO (1945); sold Mitsui .../.../.., arrived Osaka 19/11/60 for scrapping.
Ordered 18/12/41							
34	DEFENCE	Scotts (Greenock)	Wallsend Slipway	24. 6.42	2. 9.44	20. 7.60	Completed Swan Hunter & Wigham Richardson, LION (1957); sold
25	SUPERB	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	23. 6.42	31. 8.43	16.11.45	Sold Arnott Young .../..60, arrived Dalmuir 8/8/60 for stripping & Troon .../... for scrapping.
50	TIGER (i)	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	44	.....	.....	BLAKE (ii) (1944). BELLEROPHON (ii) (1945); cancelled .../3/46.
Ordered 13/5/42							
99	BLAKE	Fairfield (Govan)	Fairfield (Govan)	17. 8.42	20.12.45	8. 3.61	TIGER (ii) (1944), BLAKE (1945); sold
Ordered 14/10/42							
27	HAWKE	Portsmouth Dockyard	.....	1. 7.43	.....	.....	Cancelled .../3/46 & scrapped on slip.

class destroyers—with the boilers and turbines positioned alongside each other in four compartments. The forward combined boiler and engine room had the boiler to port, and the turbines to starboard; and the arrangement was alternated for each adjoining compartment. Protection was basically on the *Fiji* scale, and comprised a waterline belt enclosing the end barbettes, which was extended one deck higher abreast the machinery spaces amidships. The belt was closed by armoured bulkheads amidships, and at the ends; and by an armoured deck laid along its top edge. In addition, boundary and intervening bulkheads were placed between each magazine (both 6in and 3in) and machinery compartment to control flooding in case of damage. A flush deck was reintroduced to provide additional buoyancy and space.

The original draft was subject to revision both during and after the war, and finally there was some reservation about shipping Q turret. If anything, the design would have benefited by its suppression as A and B turrets were closer to the bow than was desirable; and there would have been a corresponding reduction in top-weight, and saving of space internally. With a greater emphasis on control arrangements two HA/LA.DCTs and three barrage directors were provided for the 6in guns, and eight HA.DCTs for the 3in guns, together with a full outfit of warning, ranging, and target indicating RDF.

Armed Merchant Cruisers

In anticipation of the outbreak of war the Admiralty had already purchased or requisitioned suitable merchant ships to supplement the regular naval forces (see *Note 1*), and once war was declared there was wholesale questioning of all types of merchant shipping.

To enforce a blockade of Germany a patrol line had to be established covering the northern approaches to Europe, and in an area notorious for its bad weather only large ships could be contemplated for this duty. In addition, British and French merchant shipping had to be organised into convoys and escorted; and the vast oceans patrolled and searched for German surface raiders. Large passenger ships were available in adequate numbers for conversion to armed merchant cruisers—while still leaving an ample margin for trooping duties—and these could meet all the exacting conditions of oceanic warfare: speed, seaworthiness, and endurance. In all, 57 passenger ships were requisitioned, which is a fair indication of the Royal Navy's deficiency in cruisers at the time.

Generally, most of the accommodation and public rooms were stripped of flammable material, the holds were packed with an assortment of steel drums/wood barrels/timber/bamboo bundles to preserve flotation and minimise flooding, and permanent ballast was shipped to compensate for the loss of bottom weight. The *Antenor*, for example, stowed 2,600 tons of rock as bottom ballast, and shipped 22,000 steel drums and 35,000ft³ of timber in her holds. Normally, most passenger ships never fully utilised their double bottom bunker tanks in peace time (unless oil fuel was available at premium prices!); but with all tanks filled—only the *Laurentic* was a coal-burner—they could keep at sea for extended periods.

Those blockading Germany faced the worst weather and the greatest risk, as in stopping to launch, and recover, boats taking boarding parties to suspect ships they were exposed to submarine attack. The situation changed dramatically in mid-1940; by which time Germany had overrun Norway, Denmark, the Netherlands, Belgium, and France, and was able to bring pressure to bear on Spain. Consequently, there was hardly any neutral shipping left to intercept, German shipping had been driven from the high seas, and blockade runners now made for the French Biscay ports.

In 1941, by which time 15 had been lost (see *Note 2*), these ships were considered too vulnerable for ocean escort and blockading work, and began to be withdrawn. By the beginning of 1943 only 17 were left in service, and one year later this was reduced to eight; by May 1944 only the damaged *Asturias*—laid-up in Freetown—remained. Most were converted to troop-

"MINOTAUR (ii) CLASS: LEGEND PARTICULARS

Displacement: 15,280 tons (18,415 tons full load).

Dimensions: 645 (wl)/650 (oa) × 75 ×d/20¾ (24 full load) feet.

Machinery: Four Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 100,000 = 32½ (31½ full load) knots.

Bunkers & radius: O.F. 2,300 tons, 6,400/.....nm @ 20/...k.

Protection: Main belt 1¼ (fwd)/3½in (amid)/1¼in (aft) closed by bulkheads 2½in (fwd)/2in (amid)/3½in (aft), bulkheads 1¼in (magazines & machinery spaces). Main deck 1½in (amid), lower deck 1½in (fwd & aft). Turrets 4in (faces)/2in (sides)/2in (rears)/1½in (crowns), barbettes 1½in.

Armament: Ten 6in DP (5×2), six 3in AA (3×2), twenty 40mm AA (10×2), thirty-two 20mm AA (16×2) guns; sixteen 21in (4×4) T.T.

Complement: 1,282 (..... flag).

As a result of stringent post-war economies the whole class was cancelled, but the twin 6in and 3in turrets were incorporated into three units of the original "Minotaur" class. These smaller hulls could only accommodate two 6in and three (it was first intended to ship six) 3in turrets; but their completion was so delayed that such merits as were possessed by a fully DP armament had by then passed into obsolescence.

ships, as with the war spreading world-wide there was a far greater demand for transporting troops; and to landing ships infantry (large) for the impending sea-borne assaults to recover enemy-occupied territory. The two smallest units were converted to headquarters ships, while another six were purchased outright for conversion to depot and repair ships.

As armed merchant cruisers they were generally armed with six/eight 6in or 5.5in and two 12pdr AA guns, and were fitted with rudimentary fire control usually limited to bearing indicators, a rangefinder, and a Vickers change-of-rate clock. War modifications were normally limited to additions to the light AA armament; but eight units were fitted with aircraft and catapults, two more with amphibian aircraft handled by a crane; while only the *Canton* and *Ranpura* were fitted with RDF.

Mercantile conversions: †ALAUNIA, ANDANIA, ‡ASCANIA, *AURANIA, AUSONIA.

14,030/13,950/14,013/13,984/13,912 tons gross respectively: 520 (pp)/540 (oa) × 65¼ × 43d/31½ feet: two DE & two SE cylindrical boilers (220lb/in²), two shafts, Parsons except † Brown-Curtis DR geared turbines SHP 8,500 = 15 knots, O.F. 1,619/1,847/2,200/1,591/1,586 tons respectively (.....nm @ 15k): eight 6in (8×1), two 12pdr AA (2×1), eight .5in AA (4×2 ‡ only), two/four .303in AA machine (‡2/*4×1) guns, two 3in (2×1 ‡ only) rocket projectors: complement ...

In 1941 two 2pdr AA (2×1) were added in *Alaunia*, and two multiple machine guns (2×4) in *Ausonia*.

Mercantile conversions: †ALCANTARA, ‡ASTURIAS.

22,209/22,048 tons gross respectively: 640½ (pp)/..... (oa) × 78½ × 44¾d/31¼ feet: three water-tube boilers (450lb/in²), two shafts, Parsons SR geared turbines SHP 22,000 = 19 knots, O.F. 2,680/2,710 tons respectively (.....nm @ 19k): eight 6in (8×1), two 12pdr AA (2×1), six .5in AA (3×2 ‡ only), four .303in AA machine (4×1 † only) guns, two 3in (2×1) rocket projectors († only): complement

Note 1: Ships requisitioned before the outbreak of war had to be formally commissioned into naval service as soon as the conversions were begun as it was illegal to arm merchant ships. This did not apply to ships that were purchased as they automatically became Admiralty property.

Note 2: In addition, the *Rimutaka* had been found unfit for conversion into an AMC.

In 1940 two 2pdr AA (2×1) guns, and a catapult and two Seafox seaplanes were added in *Alcantara*; while in *Asturias* two 6in guns were removed in 1940, and two multiple machine guns (2×4), a catapult, and two Seafox seaplanes were added in 1942.

Mercantile conversions: ANTENOR, †HECTOR, ‡PATROCLUS.

11,179/11,198/11,314 tons gross respectively: 490¾ (pp)/517 (oa) × 62¼ × 38¾d/33¼ feet: boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 8,000 = 15½ knots, O.F. 1,170/1,180/ tons except ‡ coal 3,073 tons (.....nm @ 15k): six except † eight 6in (6/8×1), two 12pdr AA (2×1) guns: complement

Mercantile conversions: †ARAWA, ESPERANCE BAY, JERVIS BAY, MORETON BAY.

14,462/14,204/14,164/14,193 tons gross respectively: 530½ (pp)/549 (oa) except † 531 (pp) /548½ (oa) × 68¼ × 43½d/33¼ feet: three DE & two SE cylindrical boilers (220lb/in²), two shafts, Parsons DR geared turbines SHP 9,000 = 15 knots, O.F. 1,712/1,701/1,859/1,701 tons respectively (.....nm @ 15k): seven 6in (7/8×1), two 12pdr AA (2×1) guns: complement

Mercantile conversion: BULOLO.

6,276 tons gross: 399 (pp) /412½ (oa) × 58¼ × 30¾d/23 feet: two shafts, Burmeister & Wain 6cyl (bore 620mm × 1,150mm stroke) diesel engines BHP 6,000 = 15 knots, O.F. 624 tons (8,600nm @ 15k): seven 6in (7×1), two 12pdr AA (2×1), four .303in AA machine (4×1) guns: complement

Mercantile conversions: †CALIFORNIA, SCOTSTOUN, TRANSYLVANIA.

16,792/17,046/16,923 tons gross respectively: 552½ (pp)/578½ (oa) × 70¼ × 42½d/29 feet: three DE & three SE cylindrical boilers (220lb/in²), two shafts, Brown-Curtis DR geared turbines SHP 13,500 = 17 knots, O.F. 2,713/2,495/2,378 tons respectively (.....nm @ 16k): eight 6in (8×1), two 12pdr AA (2×1), four .303in AA machine (4×1 † only) guns: complement

In 1940 one 6in and two 12pdr AA were removed, and the latter replaced by two 4in AA (2×1), on the *California*.

Mercantile conversion: CANTON.

15,748 tons gross: 541½ (pp)/563¼ (oa) × 73¼ × 46d/29½ feet: four water-tube boilers (465lb/in²), two shafts, Parsons SR geared turbines SHP 20,000 = 19 knots, O.F. 3,180 tons (.....nm @ 19k): eight 6in (8×1), two 12pdr AA (2×1), four .303in machine (4×1) guns: complement

In 1941 one 6in and four 2pdr AA (2×2) guns were added, together with a catapult and two Seafox seaplanes; and in 1942 the two 12pdr and four machine guns were replaced by four 4in AA (2×2), and sixteen 20mm AA (16×1) guns were added. AW.286 RDF was carried at the masthead, and SW.273 and an HA.DCT fitted with AR.285 on the bridge.

Mercantile conversion: CARINTHIA.

20,277 tons gross: 600¾ (pp)/624 (oa) × 73¾ × 45d/32¾ feet: three DE & three SE cylindrical boilers (220lb/in²), Parsons DR geared turbines SHP 12,500 = 17½ knots, O.F. 2,270 tons (.....nm @ .k): eight 6in (8×1), two 12pdr AA guns: complement

Mercantile conversion: CARNARVON CASTLE.

20,122 tons gross: 661 (pp)/..... (oa) × 73½ × 45½d/.... feet: two shafts, Burmeister & Wain 10cyl (bore 620mm × 1,400mm stroke) diesel engines



Above: The armed merchant cruiser *Aurania* belonged to a class of six Cunard liners, all of which were requisitioned by the Royal Navy, and was armed with eight 6in (8×1) guns. (IWM)

BHP 20,000 = 18 knots, O.F. 1,420 tons (.....nm @ 18k): eight 6in (8×1), two 12pdr AA (2×1), two 2pdr AA (2×1), eight .5in AA (4×2), four .303in AA machine (4×1) guns: complement

In 1942 the .5in machine guns were replaced by four 20mm AA (4×1) guns.

Mercantile conversions: †CARTHAGE, ‡CORFU.

14,182/14,170 tons gross respectively: 522½ (pp)/..... (oa) × 71½ × 46d/.... feet: four water-tube boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 15,000 = 18 knots, O.F. 1,288/1,380 tons respectively (.....nm @ 18k): eight except ‡ ten 6in (8/10×1), two 12pdr AA (2×1), two 2pdr AA (2×1) guns: complement

In 1942 the 2pdr AA were replaced by two 40mm AA, and thirteen 20mm AA (13×1) were added on the *Carthage*. On the *Corfu* the two 12pdr were replaced by four 4in AA (2×2) guns, with the addition of twenty-one 20mm AA (21×1) guns, and a Seafox seaplane and catapult; and two 6in guns were taken out in 1942.

Below: The Anchor liner *California*, together with her sister ships *Caledonia* and *Transylvania*, was requisitioned as an armed merchant cruiser; and was armed with eight 6in (8×1) guns. (IWM)

Bottom: The *Canton* was one of many P & O liners requisitioned as an armed merchant cruiser; and was armed with eight 6in (8×1) guns, and fitted with an aircraft and catapult. (IWM)





Mercantile conversions: †CATHAY, ‡CHITRAL, COMORIN.

15,225/15,346/15,241 tons gross respectively: 522½ (pp)/545 (oa) × 70¼ × 46d/.... feet: three DE & four SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VQE cyl 29½in:42¼in:60¾in:87in × 54in stroke) IHP 13,000 = 17 knots, O.F. 1,340/1,850/1,390 tons respectively (.....nm @ ..k): eight 6in (8×1), two 12pdr AA (2×1), two 2pdr AA (2×1 † only), eight 5in AA (4×2 † only), four 303in AA machine (4×1) except ‡ seven 6in (7×1), three 12pdr AA (3×1), four 303in AA machine (4×1) guns: complement

In 1940 *Chitral* had her three 12pdr replaced by three 4in AA (3×1) guns, and eight 5in AA machine (2×4) guns were added; while six 20mm AA (6×1) guns were added in 1943. In 1941 two 2pdr AA (2×1) guns were added in *Cathay*.

Mercantile conversions: †CHESHIRE, ‡SALOPIAN.

10,552/10,549 tons gross respectively: 483½ (pp)/502 (oa) × 60¼ × 36¼d/29¾ feet: two shafts, 8cyl (bore 28in × 39in stroke) diesel engine BHP 7,700 = 15½ knots, O.F. 794/.... tons respectively (.....nm @ 15k): six 6in (6×1), two 12pdr AA (2×1), four 5in AA (2×2), four 303in AA machine (4×1 in ‡ only) guns, four 3in (4×1 † only) rocket projectors : complement

In 1943 ten 20mm AA (10×1) guns replaced the machine guns and rocket projectors in the *Cheshire*; and the two 12pdr were replaced by two 4in AA (2×1) guns in *Salopian*.

Mercantile conversions: †CILICIA, ‡CIRCASSIA.

11,136 tons gross: 483½ (pp)/..... (oa) × 66½ × 34½d/.... feet: two shafts, (bore 725mm × 2,250mm stroke) BHP 8,000 = 16½ knots, O.F. 1,052/1,015 tons respectively (.....nm @ ..k): eight 6in (8×1), two 12pdr AA (2×1), two 2pdr AA (2×1 † only), four 303in AA machine (4×1 ‡ only) guns: complement

In 1940 two 3in UP rocket projectors were temporarily added in *Cilicia*; and in 1942 six 20mm AA (6×1) guns, a catapult and two Kingfisher seaplanes, and SW.273 RDF were added.

Mercantile conversion: DERBYSHIRE.

11,660 tons gross: 482½ (pp)/..... (oa) × 66¼ × 36½d/29½ feet: two shafts, 8cyl (bore 28in × 39in stroke) diesel engines BHP 7,700 = 16 knots, O.F. 740 tons (.....nm @ 16k): six 6in (6×1), two 12pdr AA (2×1), four 303in AA machine (4×1) guns: complement

Above: With two of her four masts struck, the Bibby liner *Cheshire*—and her sister ship *Shropshire*—presented an unfamiliar profile as an armed merchant cruiser armed with six 6in (6×1) guns, and fitted with SW.273 RDF. (IWM)

Mercantile conversions: DUNOTTAR CASTLE, DUNVEGAN CASTLE.

15,007 tons gross: 540 (pp)/560 (oa) × 72 × 43½d/28¼ feet: two shafts, 9cyl (bore 450mm × 440mm stroke) diesel engines BHP 13,500 = 17 knots, O.F. 1,372 tons (.....nm @ 17k): seven 6in (7×1), two 12pdr AA (2×1) guns: complement

In 1940 two 2pdr AA (2×1) guns were added in *Dunottar Castle*.

Mercantile conversions: *FORFAR, †MONTCLARE, ‡WOLFE.

16,402/16,314/16,418 tons gross respectively: 549½ except * 548¼ (pp)/563 (oa) × 70¼ × 43¼d/28 feet: ten SE cylindrical boilers (215/220lb/in²), two shafts, Parsons SR geared turbines SHP 13,500 = 17 knots, O.F. 1,728/1,965/1,728 tons respectively (.....nm @ 17k): eight 6in (8×1), two 12pdr AA (2×1) except † seven 5.5in (7×1), three 12pdr AA (3×1) and ‡ seven 6in (7×1), two 12pdr AA (2×1) guns: complement

In 1940 the three 12pdr were replaced by three 4in AA guns, and eight 5in AA (2×4) machine guns were added in *Montclare*.

Mercantile conversion: KANIMBLA.

10,985 tons gross: 460 (pp)/478 (oa) × 66¼ × 36d/24¼ feet: two shafts, Burmeister & Wain 8cyl (bore 750mm × 1500mm stroke) BHP 10,000 = 16½ knots, O.F. 781 tons (.....nm @ 16k): seven 6in (7×1), two 12pdr AA (2×1) guns: complement

In 1942 four 20mm AA (4×1) guns were added.

Mercantile conversion: LACONIA.

19,695 tons gross: 601¼ (pp)/..... (oa) × 73¾ × 45d/32¾ feet: three DE & three SE cylindrical boilers (220lb/in²), two shafts, Parsons DR geared turbines SHP 13,000 = 16½ knots, O.F. 1,895 tons (.....nm @ 16k): eight 6in (8×1), two 12pdr AA (2×1) guns: complement

Mercantile conversion: LAURENTIC.

18,724 tons gross: 578¼ (pp)/600 (oa) × 75½ × 44¼d/.... feet: boilers (...lb/in²), three shafts, reciprocating (wing shafts VTE

cyl 29in:46in:52in (2) × 54in stroke) + Bauer-Wach exhaust turbine (centre shaft) IHP 15,000 + SHP ... = 16½ knots, coal 3,536 tons (.....nm @ 16k): seven 5·5in (7×1), three 4in AA (3×1), four ·303in AA machine (4×1) guns: complement

In 1940 one 5·5in gun was added.

Mercantile conversion: LETITIA.

13,595 tons gross: 527¾ (pp)/..... (oa) × 66½ × 42d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 8,000 = 15 knots, O.F. 1,760 tons (.....nm @ ...k): eight 6in (8×1), two 12pdr AA (2×1), guns: complement

In 1941 eight ·5in AA (2×4) machine guns were added.

Mercantile conversions: MALOJA, †MOOLTAN.

20,914/20,952 tons gross: 600¾ (pp)/..... (oa) × 73½ × 52¾d/.... feet: six DE cylindrical & two SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VQE cyl 33in:47in:67½in:97in × 60in stroke) IHP 16,500 = 16 knots except † IHP 18,000 = 17 knots, O.F. 2,725 except † 2,876 tons (.....nm @ ...k): eight 6in (8×1), two 12pdr AA (2×1), four ·303in AA machine (4×1) guns: complement

Mercantile conversion: MANOORA.

10,856 tons gross: 463½ (pp)/482 (oa) × 66¼ × 35½d/24¼ feet: two shafts, Burmeister & Wain 8cyl (bore 750mm × 1,500mm stroke) BHP 10,000 = 16 knots, O.F. 704 tons (.....nm @ 16k): seven 6in (7×1), two 12pdr AA (2×1) guns: complement

In 1942 four 20mm AA (4×1) were added.

Mercantile conversion: MONOWAI.

10,852 tons gross: 500½ (pp)/..... (oa) × 63¼ × 37½d/26 feet: four DE & two SE cylindrical boilers (215lb/in²), two shafts, reciprocating (VQE cyl 30½in:44in:63in:89in × 54in stroke) IHP 14,000 + Bauer-Wach exhaust turbines SHP ... = 19 knots, O.F. 1,560 tons (.....nm @ ...k): eight 6in (8×1), two 12pdr AA (2×1) guns: complement

In 1940/41 two 12pdr AA (2×1) were added, and a Seagull V amphibian handled by a crane in 1942/43.

Mercantile conversion: PRETORIA CASTLE.

17,392 tons gross: 570¾ (pp)/594 (oa) × 76½ × 45½d/29¼ feet: two shafts, Burmeister & Wain 8cyl (bore 620mm × 1,400mm) diesel engines BHP

Below: The Anchor liner *Cilicia* and her sister ship the *Circassia* were both requisitioned as armed merchant cruisers armed with eight 6in (8×1) guns, and fitted with SW.273 RDF. (IWM)

16,000 = 19½ knots, O.F. 1,332 tons (.....nm @ ...k): eight 6in (8×1), two 12pdr AA (2×1), four ·303in AA machine (4×1) guns: complement

In 1941 eight ·5in AA (2×4) machine guns, and two Seafox seaplanes and a catapult were added.

Mercantile conversions: PRINCE DAVID, PRINCE HENRY, †PRINCE ROBERT.

6,892/6,893/6,892 tons gross respectively: 366½ (pp)/385 (oa) × 57 × 29¼d/19½ feet: six water-tube boilers (370lb/in²), two shafts, Parsons SR geared turbines SHP 16,500 = 21½ knots, O.F. 1,470 tons (.....nm @ ...k): four 6in (4×1), two 12pdr AA (2×1), four ·5in AA (2×2 in † only) guns: complement 417.

Mercantile conversion: QUEEN OF BERMUDA.

22,576 tons gross: 550 (pp)/579½ (oa) × 76½ × 43¼d/27 feet: eight Babcock & Wilcox water-tube boilers (400lb/in² & 650°F), four shafts, two Fraser & Chalmers turbines/two GEC alternators/four GEC electric motors SHP/kW/SHP 20,000/15,000/19,000 = 19¼ knots, O.F. 2,300 tons (.....nm @ ...k): seven 6in (7×1), two 12pdr AA (2×1) guns: complement

In 1941 two 2pdr AA (2×1) guns, and two Seafox seaplanes and a catapult were added.

Mercantile conversions: RAJPUTANA, †RANCHI, ††RANPURA, RAWALPINDI.

16,644/16,738/16,688/16,697 tons gross respectively: 547¾ (pp) except † 548½/570 (oa) × 71¼ × 47d/28¼ feet: six DE cylindrical boilers (...lb/in²), two shafts, reciprocating (VQE cyl 33in:47in:67½in:97in × 60in stroke except † 32½in:46½in:67in:96in × 60in stroke) IHP 15,000 = 17 knots except † + Bauer-Wach exhaust turbine SHP = 18 knots, O.F. 2,100/1,885/2,250/2,100 tons respectively (.....nm @ 15k): eight 6in (8×1), two 12pdr AA (2×1), four ·5in AA (2×2 in † only), four ·303in AA (4×1 in † only) guns: complement 249/274.

In 1941 eight ·5in AA (2×4) machine guns, and two 3in UP rocket projectors were added in *Ranpura*; and in 1942 the multiple machine guns and the rocket projectors were replaced by six 20mm AA (6×1) guns, and two Kingfisher seaplanes and a catapult were added. The *Ranchi* similarly had eight ·5in AA (2×4) machine guns added, which were later replaced by six 20mm AA (6×1) guns.

Mercantile conversion: VOLTAIRE.

13,245 tons gross: 510½ (pp)/526 (oa) × 64¼ × 43d/.... feet: boilers (...lb/in²), two shafts, reciprocating (VQE cyl 26½in:37in:53in:74in × 54in stroke) IHP 7,500 = 14½ knots, O.F. 1,430 tons (.....nm @ 14½k): eight 6in (8×1), two 12pdr AA (2×1) guns: complement



Mercantile conversion: WESTRALIA.

8,108 tons gross: 430½ (pp)/448 (oa) × 60¼ × 33½d/25 feet: two shafts, Burmeister & Wain 8cyl (bore 750mm × 1,500mm stroke) diesel engines BHP 10,000 = 15½ knots, O.F. 879 tons (.....nm @ 15k): seven 6in (7×1), two 12pdr AA (2×1) guns: complement

In 1941 one 6in gun was taken out, and in 1942/43 a Seagull V amphib-ian handled by a crane was added.

Mercantile conversion: WORCESTERSHIRE.

11,402 tons gross: 483 (pp)/..... (pp) × 64¼ × 36½d/29¾ feet: two shafts, 8cyl (bore 28in × 39in stroke) diesel engines BHP 7,700 = 15 knots, O.F. 696 tons (.....nm @ 15k): six 6in (6×1), two 12 pdr AA (2×1), four .303in AA machine (4×1) guns: complement

In 1941 two 2pdr AA (2×1) and four 20mm AA (4×1) guns were added.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Launched	Completed	Commissioned	Fate
Requisitioned ..8/39							
F.17	ALAUNIA	J Brown (Clydebank)	J Brown (Clydebank)	25	 7.25	27. 9.39	Repair ship (1944).
F.21	ANTENOR	Palmers (Hebburn)	Palmers (Hebburn)	.....	.....25	7.11.39	Troopship (1941).
F.28	AURANIA	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	24	 9.24	2.10.39	Repair ship ARTIFEX (1942).
F....	CARINTHIA	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	24. 2.25	 8.25	30.12.39	Torpedoed German submarine U.46 north- west of Ireland 6/6/40 & foundered in tow following day 34nm off Bloody Foreland.
F.05	CATHAY	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	24	 3.25	11.10.39	Troopship (1942).
F.57	CHITRAL	Stephen (Linthouse)	Stephen (Linthouse)	24	 6.25	4.10.39	Troopship (1943).
F.51	LAURENTIC	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	16. 6.27	27	15.10.39	Torpedoed German submarine U.99 north- west of Ireland 3/11/40.
F....	RIMUTAKA ex-Mongolia	Armstrong Whitworth (Walker)	Armstrong Whitworth (Walker)	22	 4.23		Conversion cancelled & returned ..9/39.
F.65	TRANSYLVANIA	Fairfield (Govan)	Fairfield (Govan)	11. 3.25	26	5.10.39	Torpedoed German submarine U.56 off the Clyde 10/8/40.
Requisitioned 24/8/39							
F.40	JERVIS BAY	Vickers-Armstrongs (Barrow)	Vickers-Armstrong (Barrow)	17. 1.22	 9.22	15.10.39	Gunfire German armoured cruiser ADMIRAL SCHEER North Atlantic 5/11/40.
F....	RAWALPINDI	Harland & Wolff (Govan)	Harland & Wolff (Belfast)	26. 3.25	 9.25	19. 9.39	Gunfire German battlecruisers SCHARNHORST & GNEISENAU south-east of Iceland 23/11/39
Requisitioned 25/8/39							
F.37	WOLFE ex-Montcalm	J Brown (Clydebank)	Harland & Wolff (Belfast)	21	12.21	10. 1.40	Depot ship (1941).
Requisitioned 26/8/39							
F.88	ALCANTARA	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	.....	.....26	20.12.39	Troopship (1943).
F.71	ASTURIAS	-do-	-do-	7. 7.25	25	28. 9.93	Torpedoed Italian submarine CAGNI off West Africa 25/7/43 & laid-up Freetown.
F.55	CALIFORNIA	Stephen (Linthouse)	Stephen (Linthouse)	23	23	5.10.39	Troopship (1942); lost 11/7/43.
Requisitioned 27/8/39							
F.12	ARAWA ex-Esperance Bay	Beardmore (Dalmuir)	Beardmore (Dalmuir)	22	 7.22	17.10.39	Troopship (1941).
F.11	MORETON BAY	Vickers (Barrow)	Vickers (Barrow)	21	...11.21	13.10.39	Troopship (1941).
F.15	RANCHI	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	25	... 7.25	23.10.39	Troopship (1943).
F....	SCOTSTOUN ex-Caledonia	Stephen (Linthouse)	Stephen (Linthouse)	21. 4.25	25	5.10.39	Torpedoed German submarine U.25 off north coast of Scotland 12/6/40 & foundered following day.
Requisitioned 28/8/39							
F.85	MONTCLARE ex-Metapedia	J Brown (Clydebank)	Harland & Wolff (Belfast)	22	... 8.22	15.10.39	Depot ship (1942).
Requisitioned 29/8/39							
F.73	QUEEN OF BER- MUDA	Vickers-Armstrong (Barrow)	Fraser & Chalmers (Erith)	.....	..... 2.33	28.10.39	Troopship (1943).
Requisitioned 30/8/39							
F.54	CILICIA	Fairfield (Govan)	Fairfield (Govan)	.....	.....38	9.10.39	Troopship (1943).
Requisitioned ..9/39							
F....	ANDANIA	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	1.11.21	 5.22	.....	Torpedoed German submarine UA south- east of Iceland 15/6/40 & foundered following day.
F.68	ASCANIA	Armstrong Whitworth (Walker)	Armstrong Whitworth (Walker)	24	 5.25	16.10.39	Troopship (1942), LSI(L) (1943).
F.53	AUSONIA	-do-	-do-	22. 3.21	12.21	13.11.39	Repair ship (1942).
F.82	BULOLO	Barclay Curle (Whiteinch)	J Kincaid (Greenock)	38	 6.38	4. 1.40	HQS (1942).
F.97	CANTON	Stephen (Linthouse)	Stephen (Linthouse)	38	 9.38	4.12.39	Troopship (1944).

F.18	CHESHIRE	Fairfield (Govan)	Fairfield (Govan)	27	 7.27	30.10.39	Troopship (1943).
F.91	CIRCASSIA	-do-	-do-	.....	.....37	20.12.39	Troopship (1942), LSI(L) (1943).
F.49	COMORIN	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	31.10.24	 4.25	30.12.39	Burnt-out North Atlantic 6/4/41.
F.86	CORFU	Stephen (Linthouse)	Stephen (Linthouse)	31	 9.31	25.11.39	Troopship (1944).
F.67	ESPERANCE BAY <i>ex-Hobsons Bay</i>	Vickers (Barrow)	Vickers (Barrow)	21	 1.22	5.12.39	Troopship (1941).
F.45	HECTOR	Scotts (Greenock)	Scotts (Greenock)	18. 6.24	24	20.12.39	Bombed IJN carrier aircraft Colombo 5/4/42 & written-off as constructive total loss; salvaged & scrapped ..../46.
F.23	KANIMBLA	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	.....	..... 4.36	20.11.39	RAN, HQS (1943).
F.42	LACONIA	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	21	 1.22	6. 1.40	Troopship (1941); lost 12/9/42.
F.16	LETITIA	Fairfield (Govan)	Fairfield (Govan)	.....	.....25	6.11.39	Troopship (1941).
F.22	PATROCLUS	Scotts (Greenock)	Scotts (Greenock)	17. 3.23	23	2. 1.40	Torpedoed German submarine U.99 west of Ireland 3-4/11/40.
F.33	RAJPUTANA	Harland & Wolff (Govan)	Harland & Wolff (Belfast)	6. 8.25	 1.26	16.12.39	Torpedoed German submarine U.108 west of Ireland 13/4/41.
F.94	SALOPIAN <i>ex-Shropshire</i>	Fairfield (Govan)	Fairfield (Govan)	10. 6.26	10.26	18. 9.39	Torpedoed German submarine U.98 North Atlantic 13/5/41.
F.47	VOLTAIRE	Workman Clark (Bel- fast)	Workman Clark (Bel- fast)	14. 8.23	23	4. 1.40	Gunfire German auxiliary cruiser THOR mid-Atlantic 4/4/41.
F.29	WORCESTER- SHIRE	Fairfield (Govan)	Fairfield (Govan)	30	 2.31	21.11.39	Troopship (1943).
Requisitioned 3/9/39							
F.30	FORFAR <i>ex-Montrose</i>	Fairfield (Govan)	Harland & Wolff (Belfast)	14.12.20	 3.22	6.11.39	Torpedoed German submarine U.99 west of Ireland 2/12/40.
F.34	DUNOTTAR CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	35	 6.36	22.10.39	Troopship (1942)
F....	DUNVEGAN CASTLE	-do-	-do-	26. 3.36	 8.36	20.12.39	Torpedoed German submarine U.46 off west coast of Ireland 28/8/40.
Requisitioned 6/9/39							
F.93	RANPURA	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	24	 3.25	30.11.39	Repair ship (1944).
Requisitioned 8/9/39							
F.25	CARNARVON CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	.....	.....26	9.10.39	Troopship (1943).
Requisitioned 9/9/39							
F.75	MOOLTAN	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	23	 9.23	15.10.39	Troopship (1941).
Requisitioned 11/9/39							
F.26	MALOJA	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	23	10.23	24.11.39	Troopship (1941).
Requisitioned 17/9/39							
F.99	CARTHAGE	Stephen (Linthouse)	Stephen (Linthouse)	31	11.31	26.12.39	Troopship (1943).
Requisitioned ..../10/39							
F.78	DERBYSHIRE	Fairfield (Govan)	Fairfield (Govan)	35	10.35	4.12.39	Troopship (1942), LSI(L) (1943).
Requisitioned 2/10/39							
F.61	PRETORIA CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	38	 4.39	4.12.39	Escort carrier (1943).
Requisitioned 14/10/39							
F.48	MANOORA	Stephen (Linthouse)	J Kincaid (Greenock)	34	 2.35	12.12.39	RAN, LSI(L) (1943).
Requisitioned 23/10/39							
F.59	MONOWAI	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	24	 3.24	30. 8.40	RNZN, LSI(L) (1943).
Requisitioned 2/11/39							
F.95	WESTRALIA	Harland & Wolff (Govan)	Harland & Wolff (Govan)	29	 8.29	17. 1.40	RAN, LSI(L) (1943).
Requisitioned 26/11/39							
F.89	PRINCE DAVID	Cammell Laid (Birk- enhead)	Cammell Laird (Birk- enhead)	.....	.....30	28.12.40	RCN, LSI(M) (1943).
F.70	PRINCE HENRY <i>ex-North Star, ex- Prince Henry</i>	-do-	-do-	.....	.....30	4.12.40	RCN, LSI(M) (1943).
F.56	PRINCE ROBERT	-do-	-do-	.....	.....30	3. 8.40	RCN, auxiliary AA vessel (1943).

Ocean Boarding Vessels

Initially, the task of intercepting neutral merchant shipping bound for northern and western Europe had been undertaken by the armed merchant cruisers of the Northern Patrol; but the risk associated with using such large ships—which had to stop to send over, and later recover, a boarding party—for this role was unacceptable. Therefore, considerably smaller merchant ships and large trawlers were requisitioned for this work; and while the risk was undiminished any ensuing loss had to be accepted. Some units—including the *Ariguani*—were fitted with SW.273 RDF on the bridge. Following the overrunning of Western Europe by Germany in 1940 the need for this service steadily diminished; and between 1941 and 1942 the surviving ocean boarding vessels were either adapted for other naval duties, or returned to trade.

Mercantile conversions: ARIGUANI, †CAVINA.

6,746/6,907 tons gross respectively: 425¼ except † 425½ (pp)/..... (oa) × 54 × 33¾d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 23½in:39½in:67in × 48in stroke) IHP 3,000 = 15 knots, coal 2,159/2,172 tons respectively (.....nm @ ...k): one 6in, two 2pdr AA (2×1) guns, four 3in (4×1) rocket projectors except † two 6in (2×1), one 12pdr AA, two 2pdr AA (2×1), four .303in AA machine (4×1) guns: complement

Mercantile conversion: CAMITO.

6,833 tons gross: 426¼ (pp)/..... (oa) × 54¼ × 34d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 23½in:39½in:67in ×

Below left: The ocean boarding vessel *Cavina* was armed with two 6in (2×1) guns, but she was returned to Elders & Fyffes in 1942 owing to the shortage of refrigerated ships; while her sister ship, the *Ariguani*, was converted into a fighter catapult ship in 1941. Note the hinged frame at the bows for streaming paravanes. (IWM)

Below right: The Booth liner *Hilary* was requisitioned as an ocean boarding vessel armed with two 6in (2×1) guns, but was converted into a headquarters ship in 1943. (IWM)



48in stroke IHP 3,000 = 15½ knots, coal 2,322 tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA, four .303in machine (4×1) guns: complement

Mercantile conversions: †CORINTHIAN, MALVERNIAN.

3,122/3,133 tons gross respectively: 345¾ (pp)/358¾ (oa) × 50 × 23¼d/22¼ feet: three SE cylindrical boilers 225lb/in², one shaft, reciprocating (VTE cyl 23in:38in:65in × 48in stroke) IHP 3,000 + Bauer-Wach DR geared exhaust turbine SHP ... = 14½ knots, coal 996/956 tons respectively (.....nm @ ...k): two 6in (2×1), one 12pdr AA, four .303in AA machine (4×1 † only) guns: complement

Mercantile conversion: CRISPIN.

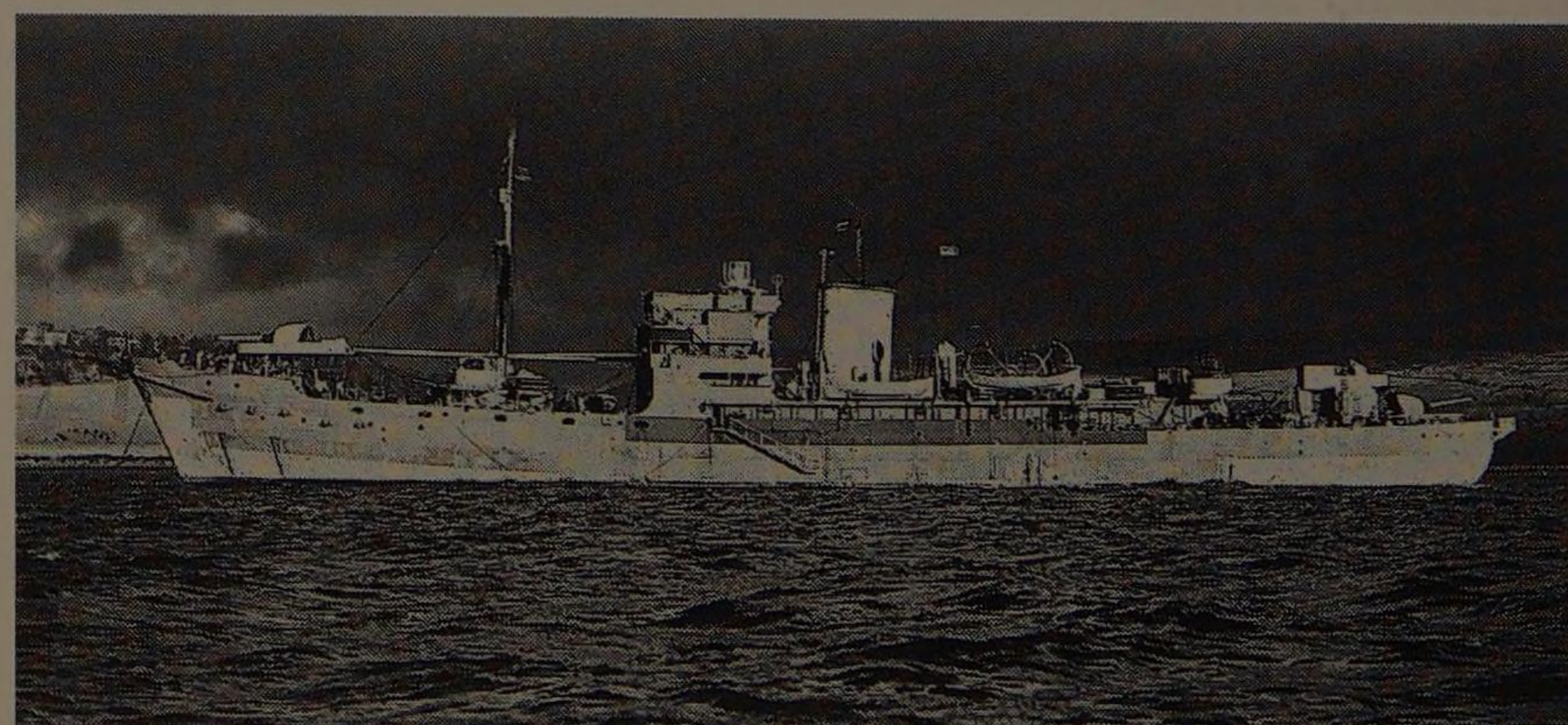
5,051 tons gross: 412¼ (pp)/..... (oa) × 55¾ × 28½d/25¾ feet: three SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 24½in:40½in:67in × 51in stroke) IHP 3,000 + Bauer-Wach DR geared exhaust turbine SHP ... = 14½ knots, coal 692 tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA guns: complement

Mercantile conversion: HILARY.

7,403 tons gross: 420 (pp)/442 (oa) × 56¼ × 37d/24¾ feet: five SE cylindrical boilers (230lb/in²), one shaft, reciprocating (VTE cyl 29in:48½in:81½in × 57in stroke) IHP 5,200 + Bauer-Wach DR geared exhaust turbine SHP ... = 15½ knots, coal 1,975 tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA, four .303in AA machine AA (4×1) guns: complement

Bottom left: Ellerman & Papayanni's cargo ship *Corinthian*, and her sister ship the *Malvernian*, were requisitioned as ocean boarding vessels armed with two 6in (2×1) guns. The former was converted into a training ship in 1943. (IWM)

Bottom right: General d'Armaments Maritime's *Charles Plumier* was requisitioned as the ocean boarding vessel *Largs* armed with two 6in (2×1) guns, and was converted into a headquarters ship in 1942. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../8/40					
F.33	CAVINA	Stephen (Linthouse)	Stephen (Linthouse)	24	Returned ../7/42.
F.103	CORINTHIAN	W Gray (West Hartlepool)	Central Marine Engineering (West Hartlepool)	 8.38	Training ship (1943) returned .././45.
F....	CRISPIN	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	 3.35	Torpedoed German submarine U.107 North Atlantic 3/2/41.
F.87	MARON	Caledon (Dundee)	North-Eastern Marine (Wallsend)	30	Returned ../6/42; lost 13/11/42.
F.102	MALVERNIAN	W Gray (West Hartlepool)	Central Marine Engineering (West Hartlepool)	 6.37	Bombed German aircraft North Atlantic 19/7/41.
F.103	MARSDALE	Lithgow (Port Glasgow)	North-Eastern Marine (Wallsend)	 4.40	Returned ../6/42.
Requisitioned ../9/40					
F.77	CAMITO	Stephen (Linthouse)	Stephen (Linthouse)	15	Torpedoed German submarine U.97 North Atlantic 6/5/41.
F.104	MANISTEE	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	20	Torpedoed German submarine U.107 & Italian submarine BIANCHI North Atlantic 24/2/41.
F.107	MAPLIN ex-Erin	Workman Clark (Belfast)	Workman Clark (Belfast)	 5.32	Fighter catapult ship (1941); returned ../12/42.
F....	PATIA	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	22	Fighter catapult ship 1941); bombed German aircraft off Northumberland 27/4/41.
F.106	REGISTAN	J Readhead (South Shields)	J Readhead (South Shields)	 3.30	Returned ../11/41.
Requisitioned ../10/40					
F.105	ARIGUANI	Stephen (Linthouse)	Stephen (Linthouse)	26	Fighter catapult ship (1941), accommodation ship (1942/45).
F.22	HILARY	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	 8.31	Headquarters ship (1943); returned ../3/46.
F.109	LADY SOMERS	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	 3.29	Torpedoed Italian submarine MOROSINI North Atlantic 15/7/41.
Requisitioned .././41					
F....	TORTUGUERO	Stephen (Linthouse)	Stephen (Linthouse)	21	Returned .././42.
Requisitioned ../5/41					
F.43	LARGS	Ch & At de la Provence (Port-ex-Charles Plumier de-Bouc)	Ch & At de la Saint-Nazaire	38	Headquarters ship (1942); returned. (1942); returned.

Mercantile conversion: LADY SOMERS.

8,194 tons gross: 420¼ (pp)/..... (oa) × 60¼ × 35¾d/23 feet: four SE cylindrical boilers (220lb/in²), two shafts, Parsons SR geared turbines SHP 5,500 = 16 knots, O.F. 1,235 tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA guns: complement

Mercantile conversion: LARGS.

4,504 tons gross: 342¾ (pp)/375½ (oa) × 51¾ × 30½d/20¼ feet: two shafts, Burmeister & Wain 4cyl (bore 520mm × 900mm stroke) BHP 5,720 = 17 knots, O.F. 778 tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA guns: complement

Mercantile conversions: †MANISTEE, PATIA, ‡TORTUGUERO.

5,360/5,355/5,285 tons gross respectively: 400 except † 400¼ (pp)/..... (oa) × 51 except ‡ 51¼ × 33¾d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 27½in:46½in:78in × 54in stroke) IHP 2,250 = 13½ knots, coal tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA, four ·303in AA machine (4×1 † only) guns: complement

Mercantile conversion: MAPLIN.

5,780 tons gross: 415 (pp)/..... (oa) × 54¾ × 33½d/25 feet: five SE cylindrical boilers (260lb/in²), one shaft, reciprocating (VTE cyl 28½in:47½in:57in (2) × 51in stroke) IHP 5,500 + Bauer-Wach DR geared exhaust turbine/generator/electric motor SHP/kW/SHP .../.../... = 17 knots, O.F. 1,197 tons (.....nm @ ...k): two 6in (2×1), two 2pdr AA (2×1) guns, four 3in (4×1) rocket projectors: complement

Right: The China Mutual's liner *Maron* was requisitioned as an ocean boarding vessel armed with two 6in (2×1) guns, and was returned to trade in 1942. (IWM)

Mercantile conversion: MARON.

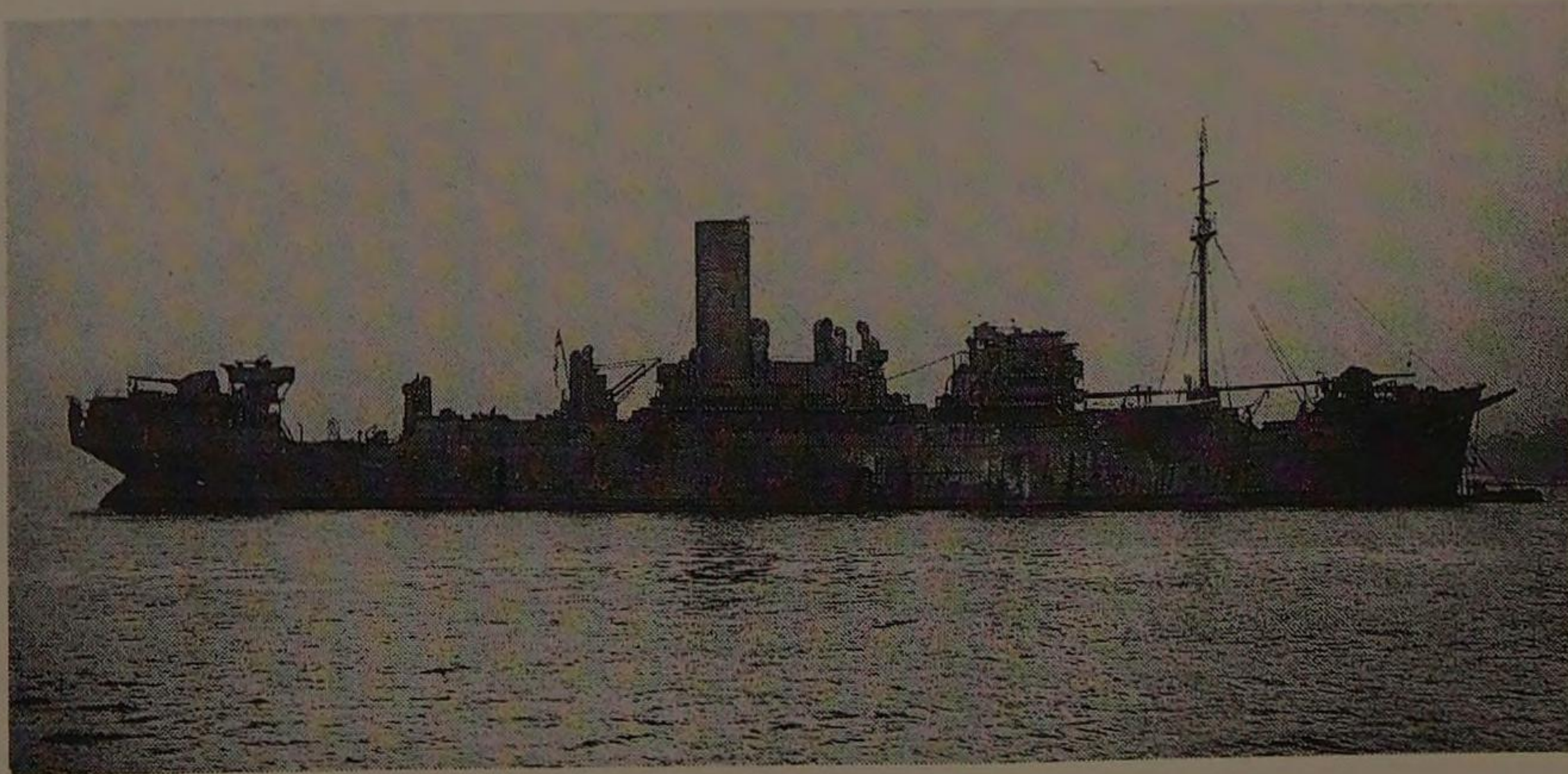
6,847 tons gross: 433 (pp)/..... (oa) 56¼ × 29¾d/.... feet: two shafts, Burmeister & Wain 6cyl (bore 620mm × 1,400mm stroke) BHP 3,360 = 15¼ knots, O.F. 622 tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA, four ·303in AA machine (4×1) guns: complement

Mercantile conversion: MARSDALE.

4,890 tons gross: 420¼ (pp)/436½ (oa) × 57 × 26¾d/24 feet: three SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 26¾in: 44in:76in × 51in stroke) IHP 3,060 = 14½ knots, O.F. 705 tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA, two 2pdr AA (2×1), four ·303in AA machine (4×1) guns: complement

Mercantile conversion: REGISTAN.

5,886 tons gross: 426 (pp)/..... (oa) × 55 × 31d/25 feet: three SE cylindrical boilers (210lb/in²), one shaft, reciprocating (VTE cyl 28in:46in:78in × 51in stroke) IHP 4,000 + Bauer-Wach DR geared exhaust turbine SHP 4,000 = 14½ knots, O.F. 770 tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA guns: complement



Armed Boarding Vessels

For the north-western and south-western approaches to the U.K., where weather conditions were less severe, the task of intercepting and examining merchant shipping could be safely accomplished by medium-sized ships. It was, nonetheless, a very mixed collection of ships ranging from the *Fratton* (757 tons gross) to the *Vandyck* (13,241 tons gross); and several were never employed as boarding vessels. The *Chakdina*, *Chakla*, and *Chantala* were all lost in the Eastern Mediterranean running troops and supplies along the North African coast; and the *Vandyck*—whose sister ship *Voltaire* was fitted-out as an armed merchant cruiser—was lost at Narvik as a troopship. By 1940 the need for this service was diminishing, and most had been transferred to other duties by 1941.

Yacht conversion: ANGLIA.

351 tons gross: 127¾ (pp)/151½ (oa) × 24¾ × 14¼d/13¼ feet: one SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 14in:22in:36in × 24in stroke) IHP 600 = 13 knots, coal tons (.....nm @ ...k): one 12pdr AA gun: complement ...

Mercantile conversions: †CHAKDINA, ‡CHAKLA, CHANTALA.

3,033/3,081/3,129 tons gross respectively: 330¾ (pp)/..... (oa) × 46 × 24½d/21¾ except † 21½ feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 24in:41in:70in × 48in stroke) IHP 3,300 = 15 knots, coal tons (.....nm @ ..k): two 4in (2×1), one 12pdr AA † only, two except ‡ one 2pdr AA (1/2×1), four ·303in AA machine (2×2 ‡ only) guns: complement

In 1941 *Chakdina* had the two 4in replaced by two 2pdr AA (2×1) guns.

Mercantile conversion: DISCOVERY.

1,036 tons gross: 221 (pp)/..... (oa) × 36¼ × 20d/17½ feet: two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 18in:28½in:48¼in × 28in stroke) IHP 1,100 = 11 knots, coal tons (.....nm @ ...k): one 12pdr AA gun: complement ...

Mercantile conversion: FAROE ISLE.

No details except four 5·5in (4×1) guns.

Mercantile conversion: FIONA.

2,198 tons gross: 286¼ (pp)/299 (oa) × 44 × 21¼d/20½ feet: two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 20½in:33½in:57in × 39in stroke) IHP 1,250 = 11 knots, coal tons (.....nm @ ...k): two 4in (2×1), one 12pdr AA, four ·303in AA machine (2×2) guns: complement ...

Mercantile conversion: FRATTON.

757 tons gross: 220¼ (pp)/..... (oa) × 33½ × 17½d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 15in:25in:41in × 24in stroke) IHP 850 = 10½ knots, coal tons (.....nm @ ...k): one 12pdr AA gun: complement ...

Mercantile conversion: GOODWIN.

1,570 tons gross: 270¼ (pp)/..... (oa) × 37¼ × 20½d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 21in:34in:56in × 39in stroke) IHP 1,000 = 10½ knots, coal tons (.....nm @ ...k): one 12pdr AA gun: complement ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../39					
.....	CHANTALA	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	20	Mined Tobruk 7/12/41.
Requisitioned ../8/39					
.....	FIONA	Caledon (Dundee)	North-Eastern Marine (Wallsend)	 4.33	Bombed German aircraft off Sidi Barani 18/4/41.
.....	KING ORRY	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	 7.13	Bombed German aircraft off Dunkerque 30/5/40.
4.21	LAIRD'S ISLE ex-Riviera	Denny (Dumbarton)	Denny (Dumbarton)	11	Training ship (1940).
4.47	MONA'S ISLE ex-Onward	Denny (Dumbarton)	Denny (Dumbarton)	05	Auxiliary AA ship (1941), accommodation ship (1943); returned ../45.
Purchased ../9/39					
4.62	ANGLIA ex-Scotia, ex-Beryl, ex-Eagle, ex-Adventuress	Hepple (South Shields)	Hepple (South Shields)	 2.13	Sold ../46.
Requisitioned ../9/39					
.....	CHAKLA	Stephen (Linthouse)	Stephen (Linthouse)	12.14	Bombed aircraft Tobruk 29/6/41.
4.68	GOODWIN	Caledon (Dundee)	Caledon (Dundee)	17	Auxiliary AA vessel (1941).
4.43	ST TUDNO	Fairfield (Govan)	Fairfield (Govan)	26	Depot ship (1940); returned ../47.
Requisitioned ../11/39					
.....	DISCOVERY ex-Discovery II	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	11.29	Returned ../45.
Requisitioned ../12/39					
.....	VANDYCK	Workman Clark (Belfast)	Workman Clark (Belfast)	21	Bombed German aircraft off Narvik 10/6/40.
Requisitioned ../1/40					
.....	CHAKDINA	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	12.14	Torpedoed Italian aircraft en route Tobruk/Alexandria 5/12/41.
Requisitioned ../8/40					
.....	FRATTON	D & W Henderson (Glasgow)	D & W Henderson (Glasgow)	25	Barrage balloon vessel (1943); torpedoed German submarine U.480 off Normandie beaches 18/8/44.

Mercantile conversion: KING ORRY.

1,877 tons gross: 300 (pp)/313¼ (oa) × 43 × 17d/14½ feet: two DE & one SE cylindrical boilers (170lb/in²), two shafts, Parsons SR geared steam turbines SHP = ... knots, O.F. tons (.....nm @ ...k): one 4in, one 12pdr AA guns: complement ...

Mercantile conversion: LAIRD'S ISLE.

1,783 tons gross: 316 (pp)/..... (oa) × 41 × 19d/.... feet: SE cylindrical boilers (...lb/in²), three shafts, Brown-Curtis turbines SHP = ... knots, coal tons (.....nm @ ...k): one 4in, two 2pdr AA (2×1) guns: complement ...

Trawler conversions: NORTHERN CHIEF, NORTHERN DUKE, NORTHERN FOAM, NORTHERN GIFT, NORTHERN ISLES, NORTHERN PRINCESS, NORTHERN REWARD, NORTHERN ROVER, NORTHERN SKY, NORTHERN SUN.

See under auxiliary A/S trawlers for details.

Mercantile conversion: MONA'S ISLE.

1,685 tons gross: 311¼ (pp)/..... (oa) × 40 × 19d/.... feet: SE cylindrical boilers (...lb/in²), three shafts, Brown-Curtis turbines SHP = ... knots, coal tons (.....nm @ ...k): two 4in (2×1), one 12pdr, two 2pdr AA (2×1), two 303in AA machine (2×1) guns: complement ...

Mercantile conversion: ST TUDNO.

2,326 tons gross: 318½ (pp)/..... (oa) × 44 × 23¾d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP = ... knots, O.F. tons (.....nm @ ...k): two 4in (2×1), one 12pdr AA guns: complement

Mercantile conversion: VANDYCK.

13,241 tons gross: 510½ (pp)/526 (oa) × 64¼ × 43d/.... feet: boilers (...lb/in²), two shafts, Parsons DR geared turbines SHP 7,500 = 14½ knots, O.F. 1,500 tons (.....nm @ ...k): two 6in (2×1), one 12pdr AA guns: complement

Special Service Vessels

These decoy ships were requisitioned in 1939 (except the *Fidelity* in 1940); but there was little opportunity to emulate their counterparts in the First World War. This was because merchant ships were so rapidly, and effectively, armed that enemy submarines were generally unwilling to engage in surface gun action, and much preferred to attack with torpedoes.

The decoy ships were carefully selected, had a better than average turn of speed, and except for the defensive gun on the poop, and some light AA guns, the remainder of the armament was concealed. As they were more likely to lure a surface raider into a close quarters situation, they were fitted with torpedoes, as their gun armament hardly matched that of the raiders. Their true identities were concealed by fictitious Royal Fleet Auxiliary names and pendant numbers, even to the extent that these fake names were used when challenged by British warships. Owing to their lack of success their employment was terminated in 1941; and except for four utilised as armed merchant cruisers, they were returned to trade.

The odd ship of this group was the *Fidelity*. She was officially re-named, and had a naval pendant number to protect her mainly Free French crew should they be captured. They would thus be entitled to be treated as prisoners-of-war rather than pirates! She was later re-armed as a decoy AA vessel,

Below: The *Fidelity* was a special service vessel with a concealed armament, but achieved no success against either submarines or aircraft. (IWM)

lagged behind convoys, and thus hoped to attract the attention of shadowing German aircraft. However, up to the time of her loss she apparently had no more success in this role than in her original one.

"PC" class: PC.74 (CHATSGROVE).

This unit reverted back to a patrol sloop, and see the sloop section for details.

Mercantile conversion: BEAULY (LOOE).

1,030 tons gross: 242¼ (pp)/..... (oa) × 34¼ × 16d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 18in:28¾in:50in × 24in stroke) IHP 810 = 11 knots, coal ... tons (.....nm @ 11k): four 4in (4×1), one 12pdr AA guns, two 21in (2×1) T.T.: complement

Mercantile conversion: BOTLEA (LAMBRIDGE).

5,119 tons gross: 400¾ (pp)/..... (oa) × 53½ × 27¼d/..... feet: three SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 27in:43in:72in × 48in stroke) IHP 3,500 = 14 knots, coal 1,482 tons (.....nm @ 14k): seven 4in (7×1), one 2pdr AA guns, four 21in (4×1) TT: complement



Mercantile conversion: CAPE HOWE (PRUNELLA).

4,443 tons gross: 375 (pp)/..... (oa) × 53 × 28d/23 feet: two SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 25in:41in:68in × 48in stroke) IHP 2,065 = 13½ knots, coalnm @ 13k): seven 4in (7×1) guns, four 21in (4×1) T.T.: complement

Mercantile conversion: CAPE SABLE (CYPRUS).

4,398 tons gross: 375 (pp)/..... (oa) × 53 × 28d/22½ feet: two SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 25in:41in:68in × 48in stroke) IHP 2,065 = 13½ knots, coal 583 tons (.....nm @ 13½k): seven 4in (7×1), four 2pdr AA (4×1), six 20mm AA (6×1) guns, four 21in (4×1) T.T.: complement

Mercantile conversion: CITY OF DURBAN (BRUTUS).

5,850 tons gross: 379¾ (pp)/..... (oa) × 52 × 36¾d/26¾ feet: three SE cylindrical boilers (225lb/in²), one shaft, Parsons DR geared turbines SHP 3,035 = 15 knots, O.F. 540 tons + coal 936 tons (.....nm @ 15k): eight 4in (8×1), one 12pdr AA, two 2pdr AA (2×1) guns, four 21in (4×1) T.T.: complement
In 1940/41 the 12pdr was removed, and two more 2pdr AA (2×1) and six 20mm AA (6×1) guns were added.

Mercantile conversion: FIDELITY.

2,456 tons gross: 264¾ (pp)/..... (oa) × 41¼ × 21d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 21in:34in:56in × 36in

stroke) IHP 1,260 = 9½ knots, coal ... tons (.....nm @ 9½k): three 4in (3×1), two 75mm (2×1), one 37mm AA, three 25mm AA (3×1), one 20mm AA guns, four 21in (4×1) T.T., two seaplanes: complement
In 1941/42 the ship was re-armed with four 4in AA (2×2)—presumably controlled by an HA.DCT—and four 2pdr AA (4×1) guns; and the LA 4in, 25mm, and 20mm guns—and probably the torpedo tubes and aircraft—were removed, while MTB.105 was embarked.

Mercantile conversion: KING GRUFFYD (MAUNDER).

5,072 tons gross: 401 (pp)/..... (oa) × 52½ × 31d/25¼ feet: three SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 27in:44in:72in × 48in stroke) IHP 2,585 = 15 knots, coal 1,325 tons (.....nm @ ..k): seven 4in (7×1) guns, four 21in (4×1) T.T.: complement

Mercantile conversion: ORCHY (ANTOINE).

1,090 tons gross: 246¼ (pp)/..... (oa) × 36 × 19d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 17in:28½in:48in × 36in stroke) IHP 700 = 11 knots, coal ... tons (.....nm @ 11k): four 4in (4×1) guns, two 21in (2×1) T.T.: complement

Mercantile conversion: WILLAMETTE VALLEY (EDGEHILL).

4,702 tons gross: 401 (pp)/..... (oa) × 54¼ × 25¾d/.... feet: one shaft, Burmeister & Wain 6cyl (bore750mm × 1,500mm stroke) diesel engine BHP 3,750 = 15 knots, O.F. 898 tons (.....nm @ 15k): nine 4in (9×1) guns, four 21in (4×1) T.T.: complement

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Launched	Completed	Commissioned	Fate
X.85	CHATSGROVE ex-PC.74	White (Cowes)	White (Cowes)	12. 6.18	4.10.18	 9.39	Patrol sloop PC.74 (1941).
Requisitioned 14/9/39							
X.28	MAUNDER ex-King Gruffyd, ex-Ambaticlos	Hong Kong & Whampoa	Hong Kong & Whampoa	.....	.....12.19	.....	Armed merchant cruiser KING GRUFFYD (F.116 – 1941); MOWT ../12/41.
Requisitioned 15/9/39							
X.02	PRUNELLA ex-Cape Howe, ex-Knight Almoner	Lithgow (Port Glas- gow)	D Rowan (Glasgow)	30	 7.30	30	Torpedoed German submarine U.28 west of Ireland 21/6/40.
Requisitioned 16/9/39							
X.15	LAMBRIDGE ex-Botlea, ex- Pentridge Hill, ex-African Prince, ex-Glennevis	Ayrshire Dockyard (Irvine)	Dunsmuir & Jackson (Glasgow)	.....	..... 5.17	.....	Armed merchant cruiser BOTLEA (F.113 – 1941), MOWT ../12/41; scuttled North Atlantic ../12/45 with gas bomb cargo.
Requisitioned 17/9/39							
X.96	BRUTUS ex-City of Durban	Earle's (Hull)	Earle's (Hull)	20	 3.21	.....	Armed merchant cruiser CITY OF DURBAN (F.114 – 1941); MOWT ../4/42.
X.39	EDGEHILL ex-Willamette Valley	Napier & Miller	J Kincaid (Greenock)	.....	.....28	.....	Torpedoed German submarine U.... south-west of Ireland 29/6/40.
Requisitioned 19/9/39							
X.44	CYPRUS ex-Cape Sable	Lithgow (Port Glas- gow)	D Rowan (Glasgow)	35	 3.36	.....	Armed merchant cruiser CAPE SABLE (F.112 – 1941); MOWT ../4/42.
Requisitioned 6/10/39							
X.72	ANTOINE ex-Orchy	Ailsa (Troon)	Ailsa (Troon)	.....	.....30	.....	MOWT 18/6/41.
X.63	LOOE ex-Beaully	Ailsa (Troon)	Ailsa (Troon)	.....	.....24	.....	MOWT 20/6/41.
Requisitioned 1/7/40							
D.57	FIDELITY ex-Le Rhin	H & C Grayson (Garston)	McKie & Baxter (Glasgow)	20	 8.20	24. 9.40	Torpedoed German submarine U.435 off the Azores 30/12/42.

Auxiliary Anti-Aircraft Ships (Seagoing)

These vessels were among the most battleworthy conversions undertaken, and for the aerial defence of convoys were practically the equivalent of a modern cruiser. Their extensive conversions included the provision of a war-ship bridge with an HA.DCT, tripod masts, AW.286/SW.272 or 273/AR.285 RDF, and their twin 4in AA mountings were all placed on the centre line. Both *Palomares* and *Tynwald* were later reported as having single 6in AA guns in place of their twin 4in mountings, but confirmation is lacking. With convoys or invasion fleets their moderate speed was no great disadvantage, and allowed them a sufficient margin for emergencies; but such elaborate conversions were—of necessity—limited in numbers, as there was a dearth of suitable high-quality mercantile hulls. There is no doubt that the Royal Navy could have usefully employed 50/100 units of this type, but the eight that were converted represented what could actually be achieved with limited resources.

Mercantile conversions: ALYNBANK, †SPRINGBANK.

5,151/5,155 tons gross respectively: 420¼ (pp)/434 (oa) × 54 × 29¼d/25¾ feet: two shafts, Burmeister & Wain 8cyl (bore 630mm × 1,130mm stroke) diesel engines BHP 2,500 = 12 knots, O.F. 577/400 tons re-spectively (.....nm @ 12k): eight 4in AA (4×2), eight 2pdr AA (2×4), six 20mm AA (6×1), eight .5in AA machine (2×4) guns, one aircraft & catapult († only): complement

Mercantile conversion: FOYLEBANK.

5,582 tons gross: 426¾ (pp)/..... (oa) × 57¼ × 29¾d/26¼ feet: two shafts, Burmeister & Wain 8cyl (bore 590mm × 1,200mm stroke) diesel engines

BHP 2,900 = 12 knots, O.F. ... tons (.....nm @ 12k): eight 4in AA (4×2), eight 2pdr AA (2×4), four 20mm AA (4×1) guns: complement

Mercantile conversions: PALOMARES, POZARICA.

1,896/1,893 tons gross respectively: 295½ (pp)/306½ (oa) × 45 × 17½d/17½ feet: one shaft, Doxford 5cyl (bore 560mm × 1,680mm stroke) diesel engine BHP 2,640 = 16¼ knots, O.F. 136 tons (.....nm @ ..k): six 4in AA (3×2), eight 2pdr AA (2×4), four 20mm AA (4×1), eight .5in AA machine (2×4) guns: complement ...

The multiple machine guns were later replaced by two 20mm AA (2×1) in both ships.

Mercantile conversion: PRINCE ROBERT.

5,675 tons: 366½ (pp)/385 (oa) × 57 × 29¼d/19½ feet: six water-tube boilers (370lb/in²), two shafts, Parsons SR geared turbines SHP 19,500 = 22¼ knots, O.F. 1,470 tons (.....nm @ ...k): ten 4in AA (5×2), eight 2pdr AA (2×4), six 20mm AA (6×1) guns: complement 241.

The single 20mm were all later replaced by twin 20mm AA mountings.

Below: The Bank Line's *Springbank* was one of the three largest conversions to auxiliary AA ships, and consequently mounted eight 4in (4×2) and eight 2pdr (2×4) guns. In 1941 she was little altered—as shown here—to serve as a fighter catapult ship, and was fitted with a naval fighter aircraft and a catapult aft of the funnel. (IWM)

Bottom: With her two former fore funnels trunked into a single uptake, and the superstructure accommodation removed, the Canadian National Railways liner *Prince Robert* was difficult to distinguish from a regular naval vessel.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Launched	Completed	Commissioned	Fate
Requisitioned ../11/39							
F.50	SPRINGBANK	Harland & Wolff (Govan)	Harland & Wolff (Govan)	13. 4.26	 5.26	40	Torpedoed German submarine U.201 North Atlantic 27/9/41.
Requisitioned 26/11/39							
F.56	PRINCE ROBERT	Cammell Laird (Birk- enhead)	Cammell Laird (Birk- enhead)	4. 3.30	30	43	Mercantile <i>Charlton Sovereign</i> (1948).
Requisitioned ../..40							
F.84	ALYNBANK	Harland & Wolff (Govan)	Harland & Wolff (Govan)	13. 1.25	 3.25	 4.40	Expended as blockship Normandie beaches 9/6/44; salved & scrapped ../12/45.
F....	FOYLEBANK	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	12. 6.30	11.30	 3.40	Bombed German aircraft off Portland 4/7/40; sold T W Ward & salved in two parts, forward part arrived Grays ../3/49 & after part arrived Grays ../4/52 for scrapping.
Purchased ../4/40							
D.69	TYNWALD	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	16.12.36	 6.37	11.41	Torpedoed Italian submarine ARGO off Bougie 12/11/42.
Purchased 20/6/40							
4.261	POZARICA	Doxford (Sunderland)	Doxford (Sunderland)	6. 9.37	 1.38	40	Torpedoed German aircraft off Bougie 29/1/43 & capsized 13/2/43; salved & scrapped Italy ../..51.
Requisitioned ../8/40							
F.98	PALOMARES	Doxford (Sunderland)	Doxford (Sunderland)	20.10.37	 2.38	40	Fighter direction ship (1943).
F.118	ULSTER QUEEN	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	28. 3.29	 2.30	40	Fighter direction ship (1943).

Mercantile conversion: TYNWALD.

2,376 tons gross: 314½ (pp)/329 (oa) × 46 × 18d/13½ feet: three water-tube boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 8,000 = 21 knots, O.F. 292 tons (.....nm @ ..k): six 4in AA (3×2), eight 2pdr AA (2×4), two 20mm AA (2×1), eight .5in AA machine (2×4) guns: complement
The multiple machine guns were later replaced by two 20mm AA (2×1).

Mercantile conversion: ULSTER QUEEN.

3,791 tons gross: 346 (pp)/359 (oa) × 46¼ × 19d/15¼ feet: two shafts, Burmeister & Wain 10cyl (bore 630mm × 980mm stroke) diesel engines BHP 4,155 = 18 knots, O.F. 170 tons (.....nm @ ..k): six 4in AA (3×2), eight 2pdr AA (2×4), ten 20mm AA (10×1) guns: complement



Auxiliary Anti-Aircraft Vessels (Coastal)

Although the air defence of coastal convoys would have been best met by shore-based fighter aircraft, many circumstances, and conflicting priorities, prevented this policy being implemented. Therefore, provision had to be made for suitable vessels to be converted into coastal anti-aircraft vessels in addition to the anti-submarine cover given by coastal escorts, mostly of limited AA fire power. As practically the whole coast of the U.K. was mined, coastal convoys had to keep in the swept channel; and consequently were unable to take any form of avoiding action against attacking aircraft.

Fortunately, the steadily mounting minesweeper construction programme enabled many requisitioned paddle minesweepers to be released for this purpose; and together with other paddle vessels not taken up for minesweeping, and some miscellaneous small vessels, they were converted, or adapted, as coastal auxiliary AA vessels. The paddle vessels enjoyed the additional advantage that their shallow draught did not wholly restrict them to the deep water channels, and they virtually provided AA cover from harbour entrance to harbour entrance.

Their armament was of a makeshift nature, and consisted of numerous close-range weapons; as their light construction did not permit heavier pieces being mounted. Generally, it consisted of single 2pdr AA guns mounted forward and aft, a few 20mm AA guns forward and aft of the paddle boxes, which usually had multiple .5in machine guns on top of them, quadruple Boulton & Paul aircraft turrets on the bridge and superstructure, several single or twin vintage machine guns disposed overall, and one or more 4-barrelled rocket projectors of capricious nature. The last were ultimately replaced by 20mm AA guns as they became more readily available. Most—if not all—were fitted with AW.286 RDF at the head of the foremast: a feature nearly always deleted by the wartime censor, but clearly visible in some photographs.

At close range they were able to confront attacking aircraft with a considerable, but ill-directed, volume of fire as there were no HA control arrangements. Their true measure of success was more in the number of attacks that they drove off, rather than the actual number of aircraft shot down.

Mercantile conversion: ARISTOCRAT.

544 tons gross: 215 (pp)/222½ (oa) × 27½ × 8¾d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, two 16cyl (bore 10in × 12in stroke) diesel engines/GEC generators/GEC electric motors SHP/kW/SHP 1,500/1,100/1,300 = 17 knots, O.F. tons (.....nm @ ...k): two 2pdr AA (2×1), five 20mm AA (5×1), eight .303in AA (2×4), six .303in AA machine (2×2/2×1) guns, four 3in (1×4) rocket projectors: complement ...

Mercantile conversion: BALMORAL.

473 tons gross: 236 (pp)/.... (oa) × 27 × 9½d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 36½in:66½in × 66in stroke) IHP 2,000 = 20 knots, coal tons (.....nm @ ...k): four 2pdr AA (4×1), eight .5in AA (2×4), four .5in AA (4×1), eight .303in AA (2×4), three .303in machine (3×1) guns, four 3in (1×4) rocket projectors: complement ...

Left, upper: MacAndrew's fruit carrier *Pozarica* was extensively altered with a naval bridge and shelter decks added forward and aft, and stepped two tall tripod masts to carry AW.286 RDF at the mastheads, and SW.272 on the main lower mast; while AR.285 was fitted to the HA.DCT on the bridge. (IWM)

Left, lower: Belfast Steamship's diesel-engined *Ulster Queen* had the odd arrangement of placing the SW.273 RDF on the bridge, and the HA.DCT fitted with AR.285 aft, where it had a large blind arc forward. She was converted into a fighter direction ship in 1943. (IWM)

Right: The auxiliary AA vessel *Conqueror* was used for experimental purposes with varied rocket AA systems to meet critical shortages with light AA guns. (IWM)



Above: The auxiliary AA vessel *Aristocrat* had diesel-electric propulsion for her side paddle wheels. She was armed with two 2pdr (2×1) guns forward and aft; five 20mm (5×1), with one forward of the bridge and the remaining four on the paddle sponsons; and two Boulton & Paul aircraft turrets on the aft superstructure. (IWM)

Mercantile conversion: BOURNEMOUTH QUEEN.

353 tons gross: 200 (pp)/.... (oa) × 24 × 8d/... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 23in:48in × 51in stroke) IHP 650 = 12½ knots, coal tons (.....nm @ ...k): two 2pdr AA (2×1), one .5in AA, eight .303in AA (2×4), four .303in AA machine (4×1) guns, four 3in (1×4) rocket projectors: complement ...

Mercantile conversion: CONQUEROR.

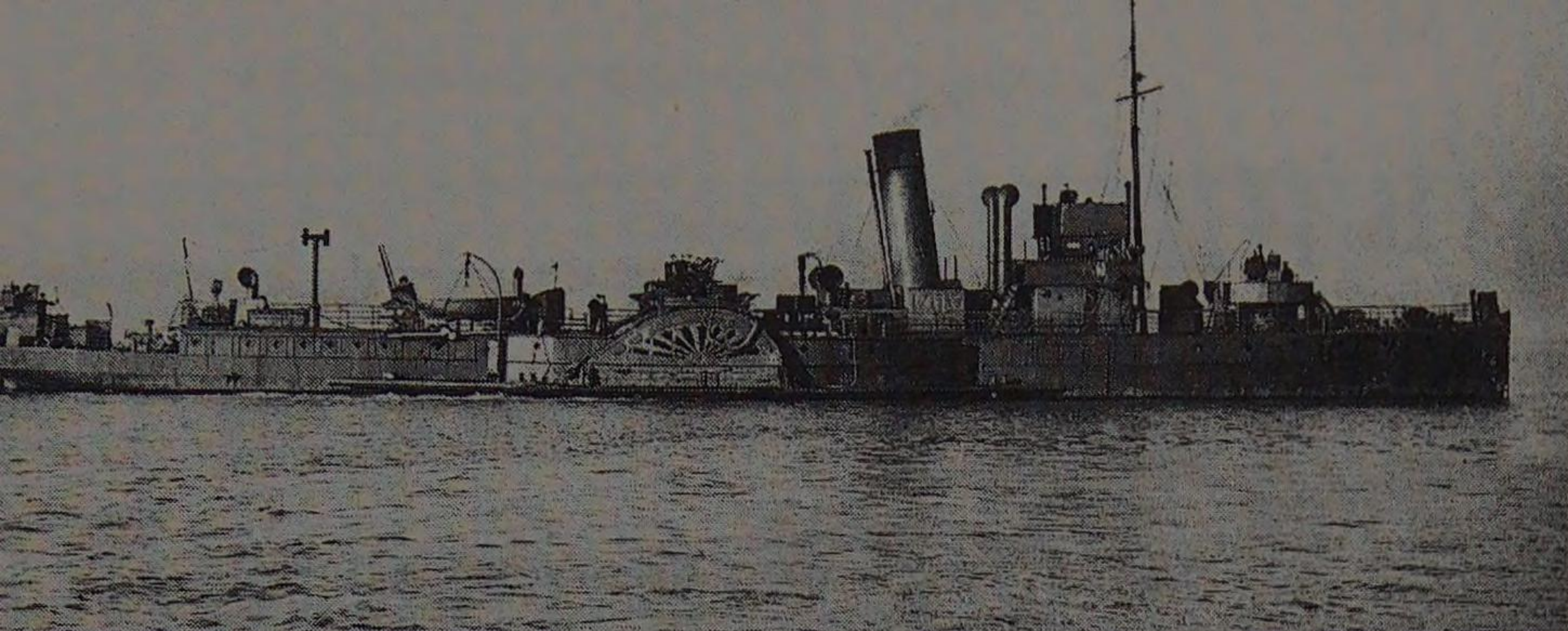
886 tons gross: 193½ (pp)/234¾ (oa) × 30½ × 17d/13½ feet: two SE cylindrical boilers (180lb/in²), two shafts, reciprocating (VTE cyl 15in:23½in:38in × 24in stroke) IHP 1,865 = 15¼ knots, O.F. tons (.....nm @ ...k): one 4in, one 12pdr AA, two 2pdr AA (2×1), four 20mm AA (4×1), eight .5in AA (2×4), eight .303in AA (2×4), eight .303in AA machine (8×1) guns: complement ...

In addition, there was one 3in AA Army gun, three 2in rocket projectors (one 20-barrelled and one 16-barrelled), and two 14-barrelled 2in rocket projectors (pig troughs): but not all were necessarily mounted at the same time as this vessel was later used for AA weapon trials. Later, the multiple machine guns were replaced by two 20mm AA (2×1) guns.

Mercantile conversion: CORONATION.

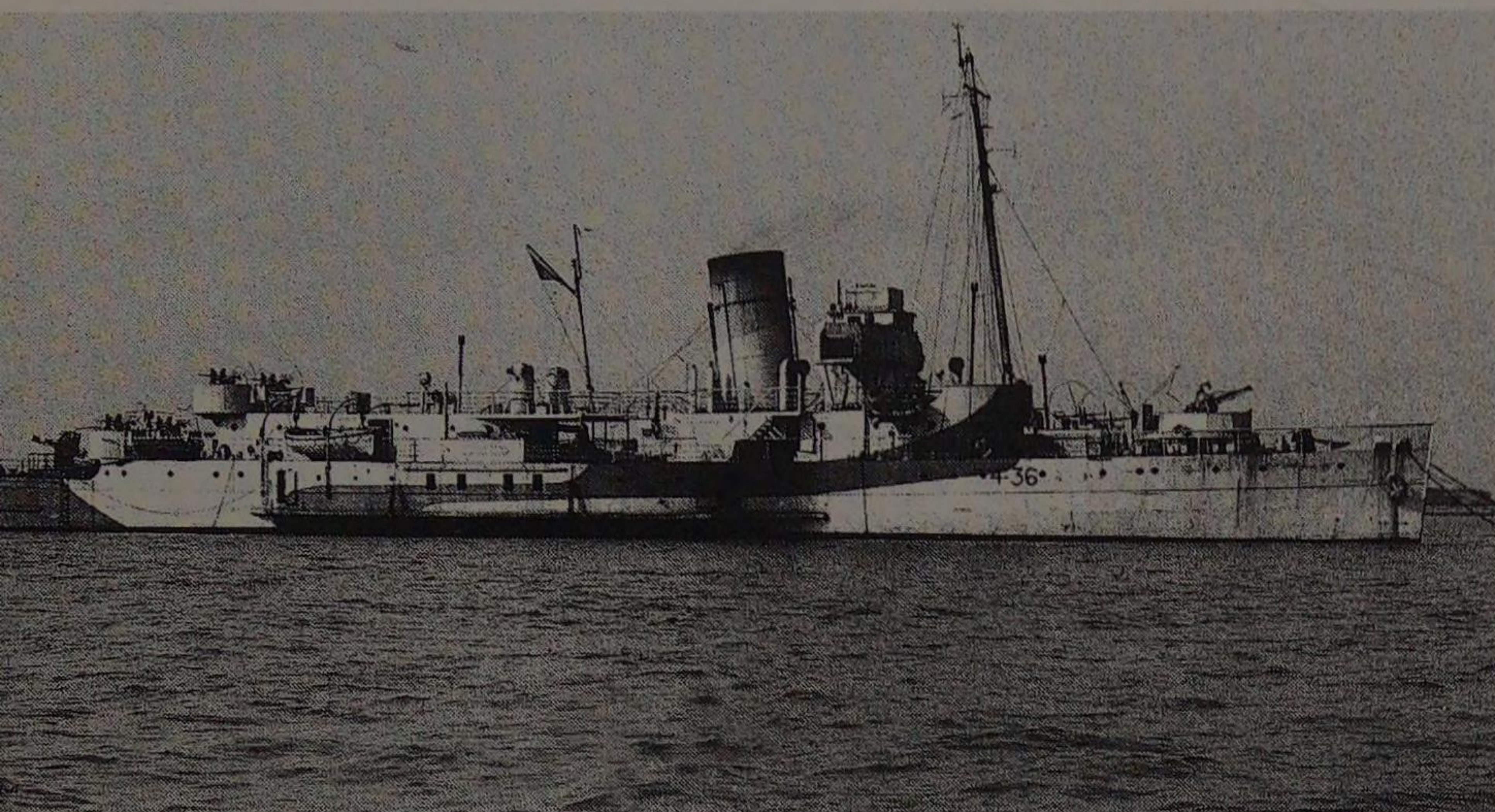
3,044 tons gross: 332 (pp)/.... (oa) × 53 × 20½d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cylin:....in:....in ×in stroke) IHP 2,087 = 10¼ knots, coal tons (.....nm @ ...k): two 12pdr (2×1), two 12pdr AA (2×1), two 2pdr AA (2×1) guns: complement ...





Left, top: The auxiliary AA vessel *Emperor of India* was armed with two 2pdr (2×1) guns forward and aft; eight .5in machine guns (2×4) over the paddle boxes; and four 3in (1×4) rocket launchers aft. When requisitioned during the First World War she was renamed *Mahratta*, as her name was then borne by a battleship. (IWM)

Left, centre: The auxiliary AA vessel *Goatfell* was armed with four 2pdr (4×1) guns, forward, over the paddle boxes, and aft; six 20mm (6×1), two forward and four aft; and two Boulton & Paul aircraft turrets amidships; and had AW.286 RDF at the head of the foremast. (IWM)

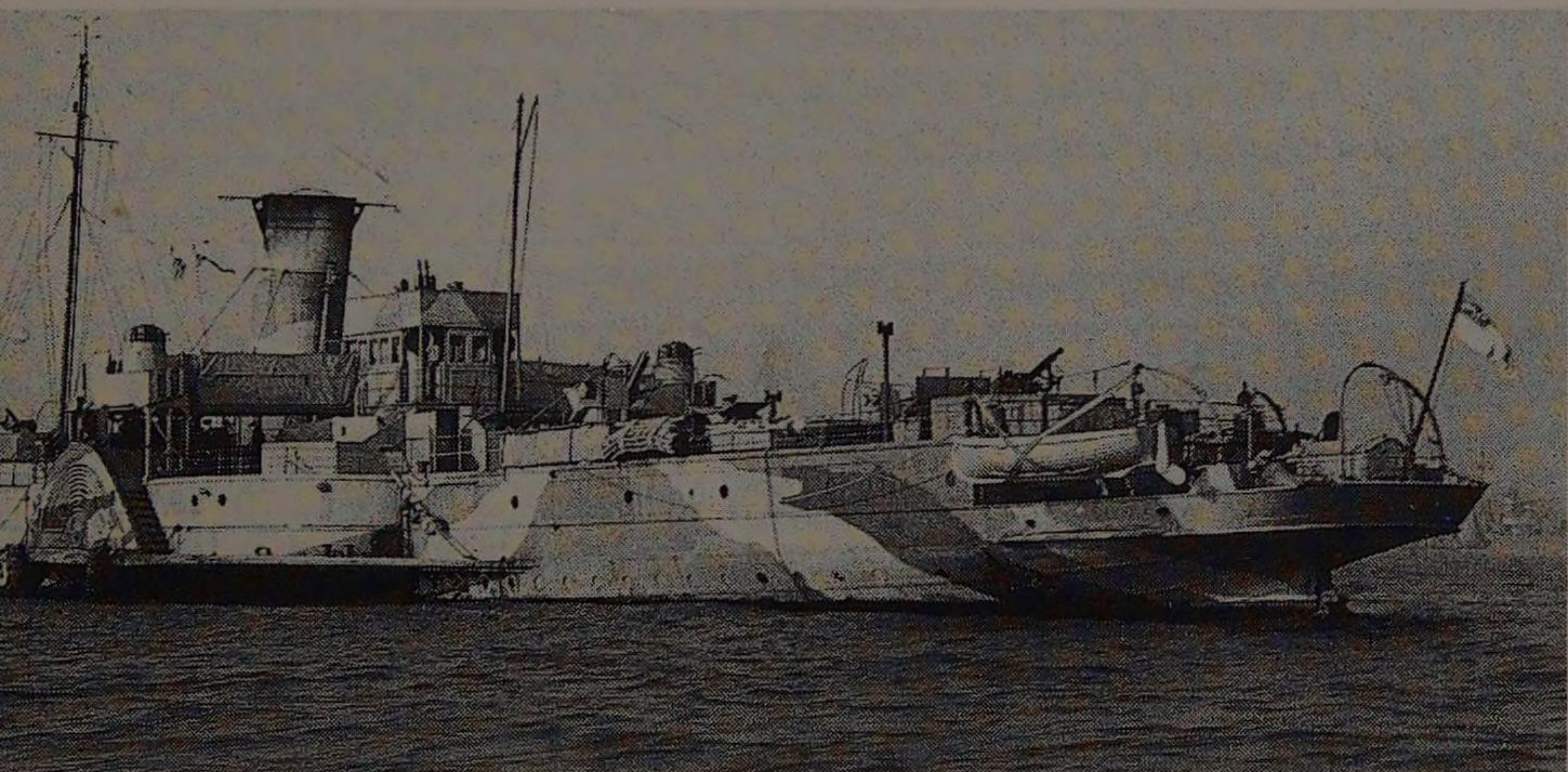


Mercantile conversion: CRESTED EAGLE.

1,110 tons gross: 299³/₄ (pp)/309¹/₄ (oa) × 34¹/₂ × 11¹/₂d/11¹/₂ feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 30in:46in: 69¹/₂in × 66in stroke) IHP 3,148 = 18³/₄ knots, O.F. tons (.....nm @ ...k): three 2pdr AA (3×1) guns: complement ...

Mercantile conversion: EMPEROR OF INDIA.

482 tons gross: 217¹/₄ (pp)/..... (oa) × 25 × 8¹/₂d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 30in:57in × 60in stroke) IHP 1,422 = 14¹/₂ knots, coal tons (.....nm @ ...k): two 2pdr AA (2×1), eight .5in AA (2×4), eight .303in AA (2×4), two .303in AA machine (2×1) guns, four 3in (1×4) rocket projectors: complement ...



Above: The auxiliary AA vessel *Golden Eagle* was armed with four 2pdr (4×1), one forward and three aft; two 20mm (2×1) at the aft end of paddle sponsons; two Boulton & Paul aircraft turrets in the bridge wings; and two .303in machine guns (1×2) on the monkey island; and had AW.286 RDF at the head of the foremast. (IWM)

Below: The auxiliary AA vessel *Jeanie Deans* was armed with two 2pdr (2×1) guns forward and aft; four 20mm (4×1) guns, two at the fore end of the paddle sponsons and two aft; eight .5in machine (2×4) guns on the paddle boxes; and two Boulton & Paul aircraft turrets, on the open upper bridge and aft. (IWM)

Mercantile conversion: GLEN AVON.

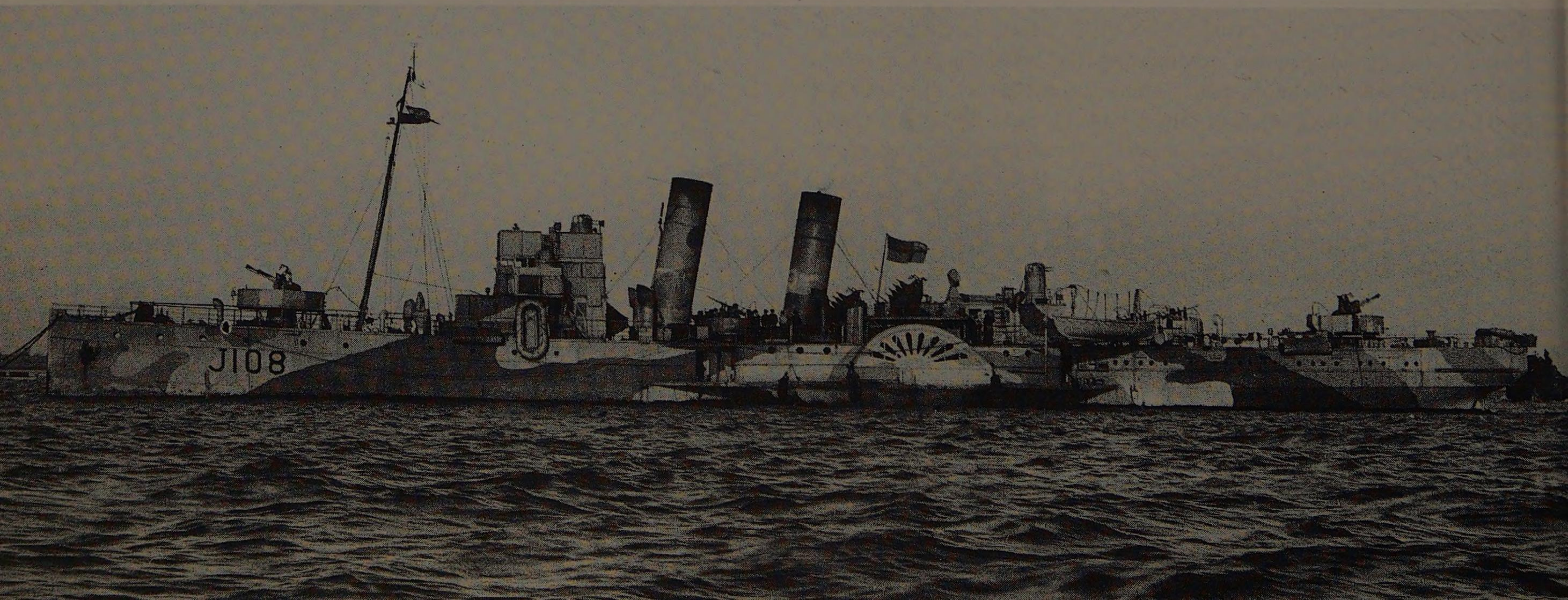
509 tons gross: 220 (pp)/..... (oa) × 27 × 9d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 26¹/₂in:52in × 54in stroke) IHP 1,650 = 17 knots, coal tons (.....nm @ ...k): three 2pdr AA (3×1), four 20mm AA (4×1), eight .303in AA (2×4), four .303in AA machine (4×1) guns, four 3in (1×4) rocket projectors: complement ...

Mercantile conversion: GLEN USK.

524 tons gross: 224¹/₄ (pp)/..... (oa) × 28 × 9d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 26¹/₂in:52in × 54in stroke) IHP 1,650 = 17 knots, coal tons (.....nm @ ...k): three 2pdr AA (3×1), four 20mm AA (4×1), eight .303in AA (2×4), four .303in AA machine (2×2) guns, four 3in (1×4) rocket projectors: complement ...

Mercantile conversion: GLENMORE.

553 tons gross: 235 (pp)/242 (oa) × 28¹/₂ × 9d/9 feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 26in:55in × 54in stroke)



IHP 1,800 = 17½ knots, coal tons (.....nm @ ...k): four 2pdr AA (4×1), five 20mm AA (5×1), eight ·303in AA (2×4), three ·303in AA machine (3×1) guns, four 3in rocket projectors: complement ...

Mercantile conversion: GOATFELL.

624 tons gross: 223 (pp)/229½ (oa) × 30 × 9½d/6½ feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 20in:31½in:51½in × 60” stroke) IHP 1,750 = 16½ knots, coal tons (.....nm @ ...k): four 2pdr AA (4×1), six 20mm AA (6×1), eight ·5in AA (2×4), sixteen ·303in AA machine (4×4) guns, four 3in (1×4) rocket projectors: complement ...

Mercantile conversion: GOLDEN EAGLE.

793 tons gross: 275¾ (pp)/..... (oa) × 32 × 10¾d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 30½in:46½in:71in × 60in stroke) IHP 2,700 = 18 knots, O.F. ... tonnes (.....nm @ ...k): four 2pdr AA (4×1), two 20mm AA (2×1), six ·5in AA (6×1), eight ·303in AA (2×4), seven ·303in AA machine (2×2/3×1) guns, four 3in (1×4) rocket projectors: complement ...

Mercantile conversion: GOODWIN.

See under armed boarding vessels for legend details except one 12pdr AA, five 20mm AA (5×1) guns.

Mercantile conversion: HELVELLYN.

642 tons gross: 223 (pp)/230½ (oa) × 30 × 9¾d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 25in:39in:61in × 60in stroke) IHP 2,000 = 17 knots, coal tons (.....nm @ ...k): guns: complement ...
Bombed London Docks while fitting-out as an auxiliary AA vessel.

Mercantile conversion: JEANIE DEANS.

635 tons gross: 249¾ (pp)/257½ (oa) × 30 × 8¾d/9½ feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 26in:41½in:66in × 60in stroke) IHP 1,690 = 18¼ knots, coal tons (.....nm @ ...k): two 2pdr AA (2×1), four 20mm AA (4×1), eight ·5in AA (2×4), sixteen ·303in AA (4×4), eight ·303in AA machine (8×1) guns: complement ...

Below: The auxiliary AA vessel *Laguna Belle* was armed with one 12pdr gun forward; two 2pdr (1×2) guns forward; four 20mm (4×1) guns, two amidships and two aft; and four 3in (1×4) rocket launchers aft; and had AW.286 RDF at the head of the foremast. (IWM)



Above: The auxiliary AA vessel *Queen Eagle* was armed with four 2pdr (4×1) guns, one forward and three aft; five 20mm (5×1) guns, two forward and three aft; and one Boulton & Paul aircraft turret; and had AW.286 RDF at the head of the foremast. (IWM)

Mercantile conversion: KAMPAR.

971 tons gross: 223¼ (pp)/..... × 36 × 13¼d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 17in:27in:44in × 30in stroke) BHP 530 = 11 knots, coal tons (.....nm @ ...k): one 12pdr AA gun: complement ...

Mercantile conversion: LAGUNA BELLE.

617 tons gross: 249 (pp)/..... (oa) × 30 × 10d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 28in: 41½in:60in × 60in stroke) IHP 2,500 = 16 knots, coal tons (.....nm @ ...k): three 2pdr AA (3×1), four 20mm AA (4×1), four ·5in AA (4×1), eight ·303in AA machine (2×4) guns, eight 3in (2×4) rocket projectors: complement ...

Mercantile conversion: LORNA DOONE.

410 tons gross: 220½ (pp)/..... (oa) × 26 × 9¼d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating DC cyl 32in:62in × 60in stroke) IHP 1,700 = 15 knots, coal tons (.....nm @ ...k): two 2pdr AA (2×1), five 20mm AA (5×1), six ·303in AA machine (2×2/2×1) guns: complement ...

Mercantile conversion: MONA’S ISLE.

See under armed boarding vessels for legend details except one 12pdr AA, two 2pdr AA (2×1), two 20mm AA (2×1), four ·5in AA machine (1×4) guns.



Mercantile conversion: PLINLIMMON.

436 tons gross: 225 (pp)/233 (oa) $\times$ 26 $\times$ 9½d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating DC cyl 37in:67in $\times$ 66in stroke) IHP 2,600 = 20 knots, coal tons (.....nm @ ...k): three 2pdr AA (3 $\times$ 1), four .5in AA (4 $\times$ 1), eight .303in AA machine (2 $\times$ 4) guns: complement ...

Mercantile conversion: PRINCESS ELIZABETH.

388 tons gross: 195 (pp)/..... (oa) $\times$ 24¼ $\times$ 8d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 23in:48in $\times$ 51in stroke) IHP 650 = 12½ knots, coal tons (.....nm @ ...k): one 12pdr AA, two 2pdr AA (2 $\times$ 1), three 20mm AA (3 $\times$ 1), eight .303in AA machine (4 $\times$ 2) guns: complement ...

Mercantile conversion: QUEEN EAGLE.

1,781 tons gross: 269½ (pp)/282 (oa) $\times$ 37½ $\times$ 11½d/12 feet: water-tube boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 3,250 = 21 knots, O.F. tons (.....nm @ ...k): four 2pdr AA (4 $\times$ 1), sixteen .303in AA (4 $\times$ 4), five .5in AA (5 $\times$ 1), two .303in AA machine (2 $\times$ 1) guns, four 3in (1 $\times$ 4) rocket projectors: complement ...

In 1941 three quadruple Boulton & Paul turrets and the machine guns were replaced by five 20mm AA (5 $\times$ 1) guns.

Mercantile conversion: QUEEN EMPRESS.

411 tons gross: 210 (pp)/..... (oa) $\times$ 25½ $\times$ 8½d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 27½in:54in $\times$ 54in stroke) IHP 1,500 = 15 knots, coal tons (.....nm @ ...k): two 2pdr AA (2 $\times$ 1), four 20mm AA (4 $\times$ 1), thirteen .303in AA machine (4 $\times$ 2/5 $\times$ 1) guns: complement ...

Below left: The auxiliary AA vessel *Queen Empress* was armed with two 2pdr AA (2 $\times$ 1) guns forward and aft, and four 20mm (4 $\times$ 1) guns forward and aft of the paddle sponsons; and had AW.286 RDF at the fore masthead. (IWM)

Below right: The auxiliary AA vessel *Royal Eagle* was armed with six 2pdr (6 $\times$ 1) guns, three forward and three aft; six 20mm (6 $\times$ 1) guns, two forward and four aft; and three Boulton & Paul aircraft turrets, two amidships and one aft. The bridge behind the funnel is difficult to distinguish. (IWM)

Bottom left: The auxiliary AA vessel *Skiddaw* was armed with one 12pdr gun forward; two 2pdr AA (2 $\times$ 1) guns, both aft; four 20mm (4 $\times$ 1) guns, forward and aft on the paddle sponsons; and four 3in (1 $\times$ 4) rocket launchers forward of

Mercantile conversion: RAVENSWOOD.

345 tons gross: 215 (pp)/..... (oa) $\times$ 24 $\times$ 8½d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 25½in:50in $\times$ 54in stroke) IHP 1,800 = 18 knots, coal tons (.....nm @ ...k): three 2pdr AA (3 $\times$ 1), three 20mm AA (3 $\times$ 1), sixteen .303in AA (4 $\times$ 4), two .303in AA machine (2 $\times$ 1) guns: complement ...

Mercantile conversion: ROYAL EAGLE.

1,539 tons gross: 289¾ (pp)/..... (oa) $\times$ 33 $\times$ 10½d/7 feet: two SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 28½in:44in:68in $\times$ 60in stroke) IHP 2,875 = 18 knots, O.F. tons (.....nm @ ...k): six 2pdr AA (6 $\times$ 1), six 20mm AA (6 $\times$ 1), two .5in AA (2 $\times$ 1), twelve .303in AA (3 $\times$ 4), five .303in AA machine (5 $\times$ 1) guns, eight 3in (2 $\times$ 4) rocket projectors: complement ...

Mercantile conversion: RYDE.

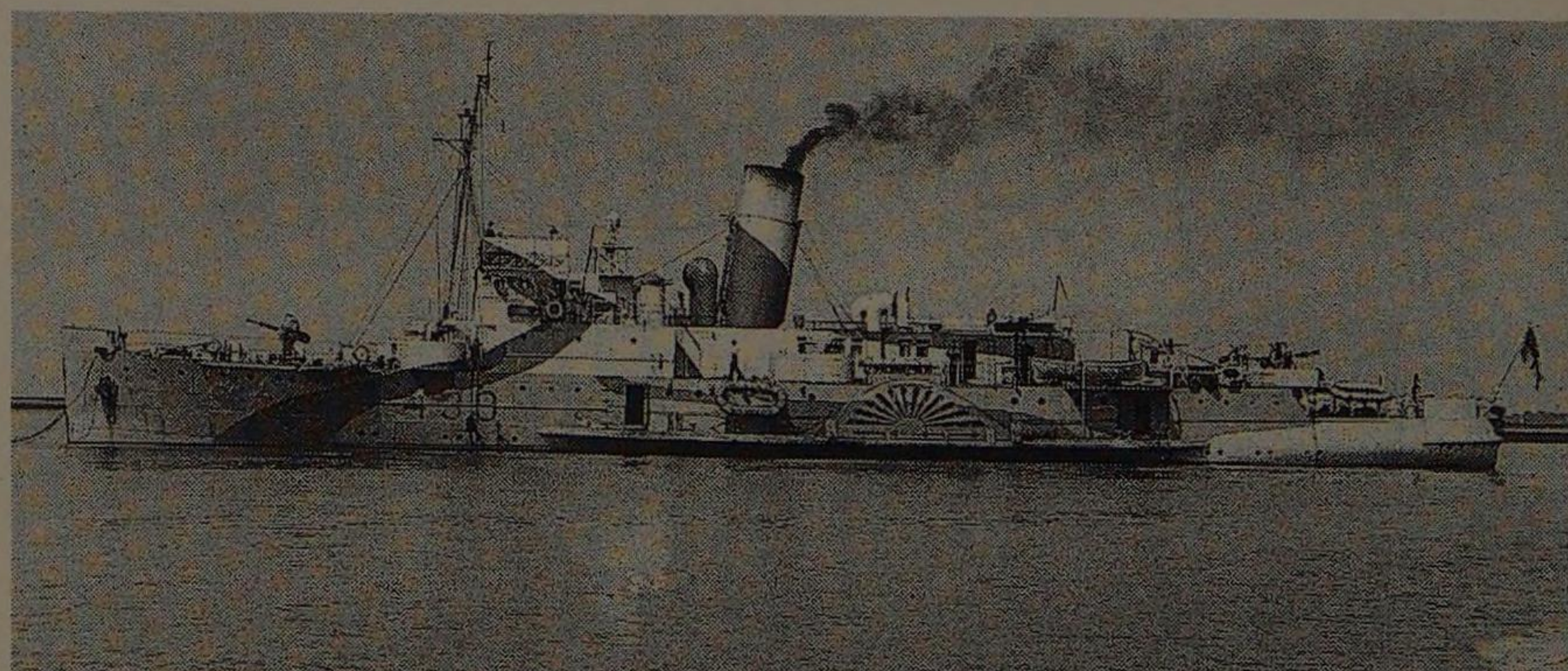
603 tons gross: 220 (pp)/223 (oa) $\times$ 29 $\times$ 10d/7¼ feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 16in:25½in:41in $\times$ 63in stroke) IHP 1,000 = 14 knots, coal tons (.....nm @ ...k): three 2pdr AA (3 $\times$ 1), six 20mm AA (6 $\times$ 1), four .5in AA (4 $\times$ 1), eight .303in AA (2 $\times$ 4), sixteen .303in AA machine (8 $\times$ 2) guns: complement ...

Mercantile conversion: SANDOWN.

684 tons gross: 216 (pp)/223 (oa) $\times$ 29 $\times$ 10d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 16in:25½in:41in $\times$ 63in stroke) IHP 1,000 = 14 knots, coal tons (.....nm @ ...k): one 12pdr AA, two 2pdr AA (2 $\times$ 1), four 20mm AA (4 $\times$ 1), eight .303in AA machine (2 $\times$ 4) guns, four 3in (1 $\times$ 4) rocket projectors: complement ...

the bridge. Her mercantile name was *Britannia* and she was renamed *Britain* when requisitioned during the First World War as there was a battleship of that name; and she was again renamed during the Second World War as there was a Royal Yacht (but not a naval vessel) of that name. (IWM)

Bottom right: The auxiliary AA vessel *Ryde* was armed with three 2pdr (3 $\times$ 1) guns, one forward and two aft; six 20mm (6 $\times$ 1) guns, two forward, two amidships, and two aft; and two Boulton & Paul aircraft turrets close aft of the the bridge on each side; and had AW.286 RDF at the fore masthead. (IWM)



Mercantile conversion: SCAWFELL.

642 tons gross: 223 (pp)/230½ (oa) × 30 × 9¾d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 25in:39in:61in × 60in stroke) IHP 2,000 = 17 knots, coal tons (.....nm @ ...k): four 2pdr AA (4×1), six 20mm AA (6×1), sixteen ·303in AA machine (4×4) guns, four 3in (1×4) rocket projectors: complement ...

Mercantile conversion: SKIDDAW.

483 tons gross: 230 (pp)/..... (oa) × 26½ × 9½d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 37in:67in × 66in stroke) IHP 2,600 = 20 knots, coal tons (.....nm @ ...k): one 12pdr AA, two 2pdr AA (2×1), five ·5in AA (5×1) guns: complement ...

Mercantile conversion: THAMES QUEEN.

517 tons gross: 240 (pp)/..... (oa) × 28 × 9¼d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DTE cyl 20½in:30in:43in × 60in stroke) IHP 1,250 = 17 knots, O.F. tons (.....nm @ ...k): one 12pdr AA, two 2pdr AA (2×1), four 20mm AA (4×1), eight ·303in AA (2×4), one ·303in AA machine guns, four 3in (1×4) rocket projectors: complement ...

Mercantile conversion: WESTWARD HO.

406 tons gross: 225 (pp)/..... (oa) × 26 × 9½d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 36in:64in × 66in stroke) IHP 1,880 = 17 knots, coal tons (.....nm @ ...k): one 12pdr AA, two



Above: The auxiliary AA vessel *Thames Queen* was armed with one 12pdr gun forward; three 2pdr (3×1) guns, two forward and one aft; four 20mm (4×1) guns, all aft; two Boulton & Paul aircraft turrets in the bridge wings; and four 3in (1×4) rocket launchers aft; and had AW.286 RDF at the fore masthead. (IWM)

2pdr AA (2×1), five ·5in AA (5×1), eight ·303in AA machine (2×4) guns: complement ...

Mercantile conversion: WHIPPINGHAM.

825 tons gross: 244 (pp)/250 (oa) × 30 × 10½d/7 feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 30½in:59in × 54in stroke) IHP 1,500 = 16 knots, coal tons (.....nm @ ...k): three 2pdr AA (3×1), four 20mm AA (4×1), two ·303in AA machine (2×1) guns: complement ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Launched	Completed	Commissioned	Fate
Requisitioned ..9/39							
F.33	CONQUEROR ex-Emerald, ex-Marynthia	Thornycroft (Woolston)	Thornycroft (Woolston)	16. 1.11	11	39	Returned .././45.
4.237	EMPEROR OF INDIA ex-Mahratta, ex-Emperor of India, ex-Princess Royal	-do-	-do-	06	06	39	Harbour service (1943).
4.36	GOATFELL ex-Caledonia	Denny (Dumbarton)	Denny (Dumbarton)	1. 2.34	34	39	Accommodation ship (1944).
4.29	JEANIE DEANS	Fairfield (Govan)	Fairfield (Govan)	7. 4.31	31	39	Returned ../5/46, <i>Queen of the South</i> (1965); left Thames in tow 27/12/67 for scrapping.
4.373	LAGUNA BELLE ex-Southern Belle	Denny (Dumbarton)	Denny (Dumbarton)	11. 3.96	96	39	Accommodation ship (1944).
4.15	SANDOWN	Denny (Dumbarton)	Denny (Dumbarton)	1. 5.34	34	39	Returned .././45; sold ../2/66 & scrapped Belgium.
4.22	SCAWFELL ex-Jupiter	Fairfield (Govan)	Fairfield (Govan)	9. 4.37	37	39	Returned ../2/46; sold Hammond Lane Foundry .././61, arrived Dublin ../4/61 for scrapping.
4.301	SKIDDAW ex-Britannia, ex-Britain, ex-Britannia	S McKnight (Ayr)	Hutson (Glasgow)	10. 4.95	95	39	Returned ../5/46; sold J Cashmore .././46, arrived Newport 1/8/46 for scrapping.
Requisitioned 13/9/39							
4.385	PLINLIMMON ex-Cambria, ex-Cambridge, ex-Cambria	H McIntyre (Alloa)	Hutson (Glasgow) (1)	10. 4.95	95	39	Accommodation ship (1944).
4.390	WESTWARD HO ex-Western Queen, ex-West Hope, ex-Westward Ho	S McKnight (Ayr)	Hutson (Glasgow)	17. 4.94	94	39	Accommodation ship (1944).
Requisitioned 14/9/39							
4.380	THAMES QUEEN ex-Queen of Southend, ex-Yarmouth Belle	Denny (Dumbarton)	Denny (Dumbarton)	7. 4.98	98	39	Returned ../2/47 & scrapped.

Requisitioned 15/9/39							
4.392	GLEN AVON	Ailsa (Troon)	Ailsa (Troon)	30. 5.12	12	39	Foundered stress of weather off Port-en-Bessin 2/9/44.
4.368	GLENMORE ex-Glen Gower	-do-	J & G Thomson (Glasgow) (2)	14. 2.22	22	39	Returned ../6/45; scrapped Belgium ../60.
Requisitioned 16/9/39							
4.377	GLEN USK	Ailsa (Troon)	Ailsa (Troon)	27. 5.14	14	39	Returned ../45; scrapped Cork ../63.
Requisitioned 22/9/39							
4.403	PRINCESS ELIZABETH	Day Summers (Southampton)	Day Summers (Southampton)	2. 6.27	27	40	Accommodation ship NADIA (1944).
Requisitioned ../10/39							
.....	CRESTED EAGLE	White (Cowes)	White (Cowes)	26. 3.25	 6.25	39	Bombed German aircraft Dunkerque 29/5/40.
Requisitioned 23/10/39							
4.239	ROYAL EAGLE	Cammell Laird (Birk- enhead)	Cammell Laird (Birk- enhead)	24. 2.32	32	39	Returned ../5/45; scrapped ../50.
Requisitioned 27/10/39							
4.399	QUEEN EMPRESS	Murdoch & Murray (Port Glasgow)	Rankin & Blackmore (Greenock)	20. 4.12	12	39	Ferry service (1944).
Requisitioned 7/12/39							
4.402	LORNA DOONE	Napier, Shanks & Ball (Glasgow)	D Rowan (Glasgow) (3)	27. 5.91	91	40	Accommodation ship (1944).
Requisitioned ../40							
4.241	BALMORAL (ii)	S McKnight (Ayr)	Hutson (Glasgow) (4)	15. 5.00	00	40	Accomodation shio (1943).
Requisitioned ../1/40							
4.236	GOLDEN EAGLE	J Brown (Clydebank)	J Brown (Clydebank)	09	09	40	Accommodation ship (1945).
Requisitioned 27/2/40							
4.39	RYDE	Denny (Dumbarton)	Denny (Dumbarton)	23. 4.37	37	40	Returned ../2/45; hulked (1971).
Requisitioned ../8/40							
4.200	ARISTOCRAT ex-Talisman	Inglis (Pointhouse)	English Electric (Staf- ford)	10. 4.35	35	40	Ferry service (1945).
Purchased ../11/40							
T.91	CORONATION	Vickers (Barrow)	Vickers (Barrow)	8. 8.02	02	40	Mercantile <i>Inz Wenda</i> (1947).
Requisitioned ../41							
4.404	WHIPPINGHAM	Fairfield (Govan)	Fairfield (Govan)	1. 5.30	30	41	Returned ../4/45; sold van Heyghen ../63, arrived Ghent ../5/63 for scrapping.
Requisitioned ../4/41							
4.270	BOURNEMOUTH QUEEN ex- <i>Bourne</i> , ex- <i>Bournemouth</i> <i>Queen</i>	Ailsa (Troon)	Hutson (Glasgow)	18. 5.08	08	41	Accommodation ship (1943).
Purchased 20/8/41							
4.382	RAVENSWOOD	S McKnight (Ayr)	Barclay Curle (White- inch) (5)	27. 4.91	91	41	RINGTAIL (1943), RAVENSWOOD (1944), ferry service (1944).

(1) Re-boilered 1912 (2) Machinery originally manufactured 1893 (3) Re-boilered 1901 (4) Re-boilered 1920 (5) Re-boilered & re-engined 1909 when original simple engine by Hutson (Glasgow) was replaced by a compound set

Aircraft Carriers

From a commanding position at the end of the First World War British naval air power was a poor third, after the United States and Japan, by the outbreak of the Second World War. As the accompanying table (1) shows, a slight superiority in ships was more than offset by the number of aircraft embarked, and what is not evident from these figures was the marked superiority of American and Japanese aircraft. Of the three major naval air powers only the Royal Navy went to war flying front-line biplanes. What these figures do show is the energetic steps being taken by the Royal Navy—since regaining control of its air arm two years earlier—to redress this adverse balance. In the following years, however, equally energetic measures were taken, overtly by the United States, but covertly by Japan, substantially to increase carrier strength, as shown in the other table (2).

Another weakness of the British position was the aircraft carriers (see *Note 1*) themselves. Except for the *Ark Royal* the remainder were a polygot collection of elderly conversions (excepting the *Hermes* which was designed

as a carrier) which were a better representation of carrier evolution than a potent fighting force. The *Furious*, *Argus*, and *Eagle* were legacies from the First World War, when the selection of vessels for conversion to carriers was more one of availability rather than suitability; and while the custom-built *Hermes* was a step in the right direction, her size was arbitrarily restricted by adopting a cruiser hull form. It was no reflection on her original design if, more than 20 years later, she was found lacking in qualities that the intervening years had shown as desirable in a carrier. Under the terms of the Washington Naval Treaty the *Courageous* and *Glorious* had either to be scrapped or to be converted to other purposes (see *Note 2*), and as they had a large hull

Note 1: At the outbreak of war the general classification aircraft carrier applied to all decked-over vessels, and it was not until the introduction of the *Audacity* (q.v.) that any sub-classification was required. The *Audacity* was first classed as an auxiliary, then as an escort, carrier; and the prefix fleet was added was added to the larger and faster attack units. The “Majestic”/“Magnificent” classes were not inappropriately classed as light fleet carriers on their introduction.

(1) Naval air situation on 1/12/39

Stage	Royal Navy		United States Navy		Imperial Japanese Navy	
	Carriers	Aircraft	Carriers	Aircraft	Carriers	Aircraft
Completed	7	257	5	428	6	394
Building	7 *	311	2	169	2	168
Converting	—	—	—	—	2 †	106
Totals	14	568	7	597	10	668

* Includes one maintenance carrier capable of operational employment † Two passenger liners purchased while under construction

(2) Naval air situation on 1/12/41

Stage	Royal Navy		United States Navy		Imperial Japanese Navy	
	Carriers	Aircraft	Carriers	Aircraft	Carriers	Aircraft
Completed	11	293	8	618	11	652
Building	12	407	10	540	1	74
Converting	5	93	4	120	5	197
Totals	28	793	22	1,278	17	923

and a good turn of speed they were considered suitable for carrier conversion, and could tactically combine with the *Furious*.

One outcome of this varied collection of carriers—some slow, some fast; some flush-decked, and others with an island superstructure; some large, some small—was that the widest possible experience was gained with ship design. The experience so accumulated was put to good use when casting a new carrier design in the early 1930s, and the resulting *Ark Royal* was the outstanding carrier of her day. Her effectiveness, however, was blunted by inferior naval aircraft: the end product of the Royal Navy losing control of its air arm in 1918 with the formation of the Royal Air Force.

For nearly two decades inter-service bickering successfully arrested British naval air development; and with aircraft markedly inferior to contemporary foreign naval types, and all land planes, the role to be played by the carrier in sea warfare could not be purposefully advanced (see *Note 3*). It was during this period that the United States Navy and the Imperial Japanese Navy rapidly overtook the Royal Navy; and by correctly evaluating the carrier's role, and its strike potential, soon left the Royal Navy trailing. It is not without significance that both of these navies never lost control of their air arms. The strike potential was assessed by the high quality of aircraft embarked, and ship design—while important—was not the criterion. Thus, not only could American and Japanese carriers undertake the strike role, then only dimly envisaged for British carriers, they also possessed the means of doing so: the one feeding the other.

If beguiled by aircraft problems there was one sphere in which the Royal Navy had unfettered control—carrier design. In British practice the hangar was regarded as a magazine, and was a closed space which never extended out to the ship's side. The special hazard to be guarded against was fire; so access was through double doors in the hangar side, the space was sub-divided by fire curtains, and extractor fans were used to exhaust petrol vapour into the atmosphere. On the other hand in American and Japanese designs an open hangar extending out to the ship's side was preferred. The closed hangar was safer; but the open hangar provided increased stowage for aircraft, and enabled their engines to be run-up while still struck down. While both systems had their merits, it is a matter of record that no British-built carrier was lost as a result of fire and explosion due to the presence of petrol vapour.

Note 2: A third consideration, that they be included in the total capital ship tonnage allocated by the Washington Naval Treaty, did not even merit consideration.

Note 3: A parallel situation would have arisen for surface warships had naval guns been provided from an outside source, which continued to supply the Royal Navy with muzzle loaders after the general adoption of breech-loading rifled ordnance by all other navies.

Note 4: The unarmoured *Ark Royal* had been censured by the Admiralty for adopting this tactic shortly after the outbreak of war. Thereafter, primary air defence was vested in the embarked fighter aircraft.

Perhaps influenced by low-performance aircraft, the next series of carriers to follow the *Ark Royal* were startling innovations. The closed hangar principle was taken a stage farther, and was completely armoured with substantial plating to the flight deck (forming the hangar roof) and hangar sides on a scale sufficient to provide adequate protection against air attack. Thus, when faced with a heavy air attack the aircraft could be safely struck down under armour, and the ship's guns used to beat off attacking aircraft (see *Note 4*). Such a heavy addition, however, had its penalty in that only a single-storied hangar could be provided, and aircraft capacity was halved compared with that of the *Ark Royal*. A later unit of this type had a lower half-length hangar added, and the two final units a full-length lower hangar; but this was only achieved by a substantial reduction in vertical armour to the hangar side.

Prior to the outbreak of the Second World War the British carrier was very much a fleet vessel, and its aircraft were to:—

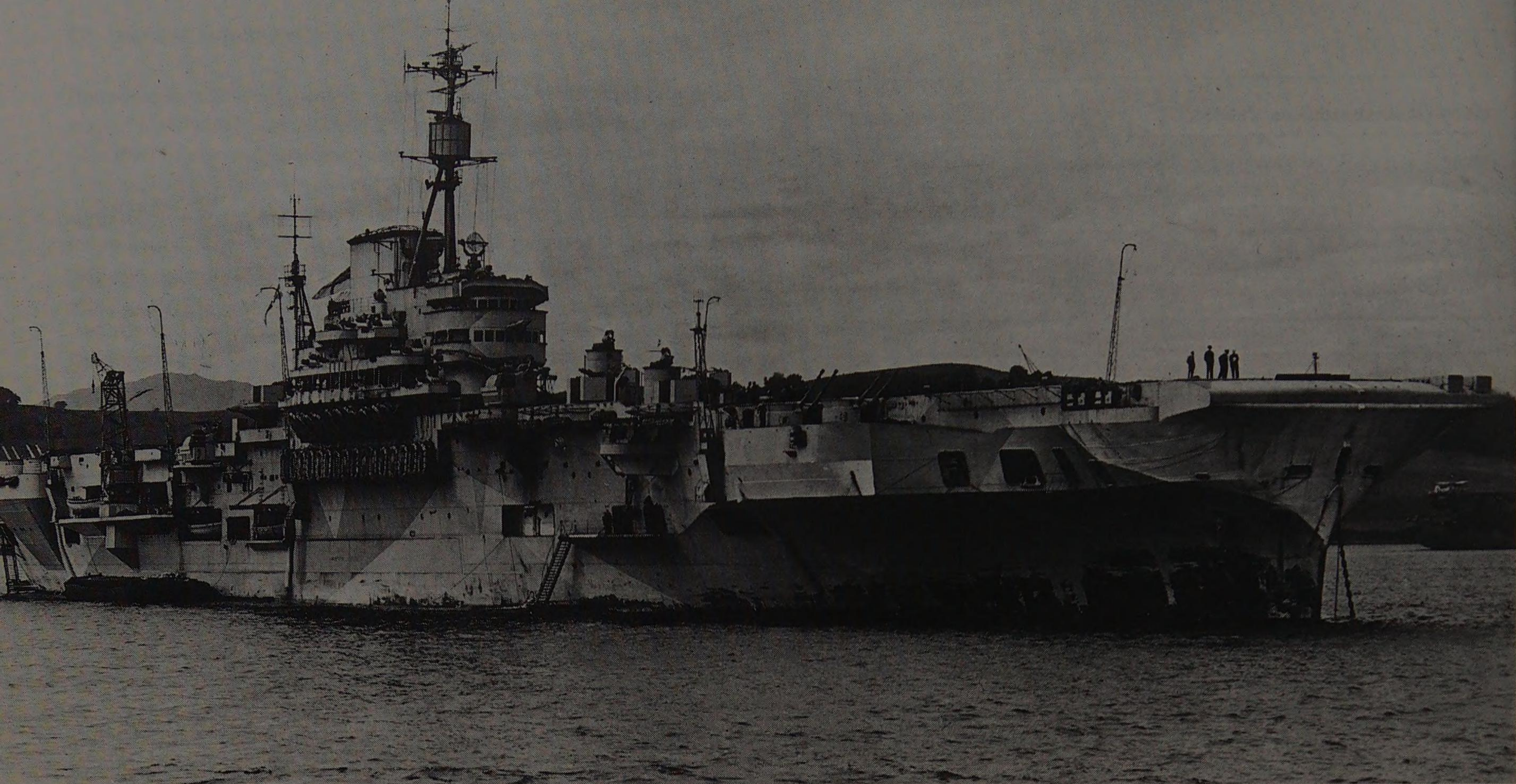
- (a) attack and slow down an enemy fleet so that the final issue could be decided by the heavy guns of the battleship;
- (b) provide fighter aircraft cover for the fleet; and
- (c) spot for gunfire and undertake general reconnaissance duties.

It was a somewhat passive outlook largely determined by the type of aircraft available. The American and Japanese air arms, on the other hand, had independently arrived at a more offensive strategy of using air power for the main purpose destroying the enemy fleet; either in concert with its battle fleet, or even without it. This entailed grouping the carriers available into a striking force, and not dispersing them piecemeal: a problem that was simpler for the United States Navy and the Imperial Japanese Navy with a main concentration in the Pacific, while the Royal Navy maintained three separate fleets in Home waters, the Mediterranean, and the Far East.

Both the Americans and the Japanese appreciated that the carrier striking force would itself become the initial prime target for air attack, and must, therefore, operate as a detached unit to evade detection, but close enough to

Below: A pre-war view of the *Courageous* and *Eagle* engaged in exercises, with the former flying-off a squadron of Swordfish aircraft. Note the conspicuous aircraft homing beacon on the masts of both ships.





Above: Bow view of the *Implacable*.

provide fighter cover for its own battle fleet, if present. The more advanced American concept went even further, and was to use the carriers without the battle fleet at all; while the more conservative Japanese thoughts ran on the lines of providing the carriers with a battleship escort with the implied shift of emphasis that the carrier, not the battleship, was the central—or capital—unit.

In 1939 the major naval powers still considered the battleship as the capital unit of the fleet, as the carrier was still an untried weapon (indeed, nothing short of war could substantiate its claim); and it could not operate its aircraft in adverse weather conditions, or during the dark hours, or other periods of low visibility. The carrier, in fact, had a circumscribed sphere of action (see *Note 5*), while the battleship had an all-weather day and night capability, which not even naval air advocates—whose enthusiasm for the carrier was tempered by their sea experience—were prepared totally to discount.

Between 1939 and 1941 British aircraft carriers did much to justify the role envisaged for them pre-war despite their inferior aircraft and their dispersal, while they had incurred losses which effectively prevented any strategic concentration. Over this period the carriers *Courageous*, *Glorious*, and *Ark Royal* were lost. The *Courageous* was torpedoed by a German submarine while undertaking an anti-submarine sweep, but fortunately her loss was attributed to the poor state of the art, and not to any inherent unsuitability for the A/S role. The *Glorious* was intercepted by two German battlecruisers with her flight deck cluttered by Royal Air Force aircraft—thus preventing any air operations—and was sunk by gunfire, but invoked some criticism in that an air strike was not ranged and in readiness for such an eventuality. Her interception presented little difficulty to an enemy that could read coded British signals, but again her loss was fortunately not falsely interpreted. The *Ark Royal* also fell victim to a German submarine, and foundered only 25 miles short of Gibraltar. Torpedoed on the starboard side she finally lost all power when her boiler uptakes, trunked horizontally across to the starboard side, became flooded at the angle where they turned vertically up to the funnel; and fire and progressive flooding did the rest. Had she been torpedoed in the same position on the port side the *Ark Royal* may have survived, but the cause of her loss drew attention to the particular vulnerability of boiler uptakes, from which succeeding carriers benefited.

Towards the close of 1941 naval air power was demonstrated to telling effect by the Imperial Japanese Navy in their simultaneous sneak attacks on the American fleet at Pearl Harbor, and in South-East Asia; and on referring

to the earlier table (2) it will be noted that Japan had reached her peak in carrier air strength at this time. In a well co-ordinated strike by shore-based naval aircraft the British battleship *Prince of Wales* and the battlecruiser *Repulse* were sought out and sunk with an efficiency which the Royal Navy could only ruefully admire. Although neither ship possessed the AA firepower which capital ships later mounted, and the *Repulse* was particularly weak in this respect, and were operating close to the coast without air cover (see *Note 6*) it was nonetheless a creditable feat as the ships had complete freedom of manoeuvre. Not only did the British ships incur the unhappy distinction of being the first capital ships to be sunk solely by air attack, they also lost for the battleship the tenuous hold it had on capital rank, which thereafter passed to the aircraft carrier for the remainder of the war. Such limitations that the weather and visibility had once imposed on the carrier were now overcome by technical advances and war experience, which enabled carriers to operate their aircraft round-the-clock in almost any weather conditions.

It was not until 1942 (see *Note 7*) that any further carrier construction was planned by the Royal Navy; and then on a modest scale owing to other heavy commitments, and despite the fact that two more carriers—the *Eagle* and the *Hermes*—were lost during the year. Orders were placed for four fleet carriers, and ten light fleet carriers, followed—later in the year—for six more of the latter. The fleet carriers were armoured units, and were expansions of the “*Implacable*” class to accommodate more aircraft; but critical shortages in the material field—steel, armour, heavy AA guns, turbine machinery, etc.—did restrict the numbers that could be practically contemplated with a limited shipyard capacity that was continually subject to air attack. The light fleet carriers were designed to circumvent the more acute construction bottlenecks, and they were unarmoured, lacked heavy AA guns, and accepted a lower speed by adopting standard destroyer machinery. Up to the waterline their hulls were constructed to the requirements of Lloyd’s Register, so that the work could be undertaken by the commercial—as opposed to naval—sections of the various builders; and with the long-term view that after the war they would be suitable for conversion to passenger ships.

Note 5: Night operations had been exercised, but pre-war there was little chance of an air strike launched at night being able to find an enemy fleet, or even regain its own carrier(s).

Note 6: Owing to an unfortunate chapter of accidents no carrier was available to accompany the *Prince of Wales* and the *Repulse* as originally intended; and although fighter cover was belatedly requested from the Royal Air Force it naturally arrived too late.

Note 7: Escort carriers are dealt with separately in the following section.

Perhaps the most significant feature of 1942 was that American aircraft and American-trained pilots started to become available in significant numbers; and more than any other feature future carrier construction was first determined by the availability of aircraft and aircrew. For the remainder of the war the Royal Navy was absolutely dependent on United States Navy aircraft, modified in varying degrees to incorporate British equipment to simplify maintenance. From any aspect it was a poor reflection on British industry that the most important carrier element had to be obtained from a foreign (no matter how friendly) source. Only since 1937 had the Admiralty been responsible for the design and supply of its own aircraft; and their inexperience in this field—with the mistakes that inevitably ensued—was understandable; and there was little that could be done in the two years of peace that remained.

The carrier programme for 1943 included further fleet and light fleet units: both enlarged to increase aircraft capacity. The "Malta" class ran up to 45,000 tons, and were the sum experience of carrier design and aircraft operations to

date; while the installed power was doubled to secure higher speed (and wind over deck) in the "Hermes" class compared with the earlier light fleet units. The 1942/43 programmes were sufficient to keep the shipbuilding industry fully employed for the remainder of the war.

In the legend details the number of aircraft embarked is the official/design figure at the outbreak of the Second World War. However, this is a practically meaningless figure, as the numbers varied considerably depending on the type(s) embarked, and/or the availability of aircraft at the time. In order to clarify the position, at the end of this section the carriers are listed chronologically (see *Note 8*) showing the dates squadrons were allocated, or known to be aboard; while squadrons are also shown in chronological order, showing the number and type of aircraft in squadron service at the date given. It should be noted that not all FAA squadrons are listed, but only those that provided squadrons/flights for carriers and other aircraft-carrying ships.

Note 8: For carrier conversions this was the date the conversion was ordered.

Naval conversion: FURIOUS.

All the conversions to aircraft-carrying vessels during the First World War had been from small/medium sized mercantile tonnage: all too slow—with a few exceptions—and lacking the radius to operate with the fleet. To meet this deficiency the liner *Campania* was purchased and converted, and her usefulness in this capacity prompted the Admiralty to consider what other suitable hulls were available for this role. As a result two uncompleted hulls—the Italian liner *Conte Rosso* and the Chilean battleship *Almirante Cochrane*—were purchased in 1916/17, but as some time would elapse before they would enter service it was decided that the light battlecruiser *Furious* could be partially and more rapidly converted into an aircraft carrier.

In early 1917 the *Furious* was fitting-out and practically complete. A final and extreme example of Admiral Fisher's theories, she mounted two 18in and eleven 5.5in guns on a long hull with flimsy protection, but could make 32 knots. The forward 18in turret was removed, and replaced by a flying-off deck extending from the bridge to the stem, under which was placed a hangar—with a lift connection to the flight deck—and workshops. Towards the end of 1917 she was taken in hand for further alterations when the after 18in turret was also removed, and replaced by a landing-on deck with a similar arrangement of hangar, lift, and workshops as forward. The two decks were inter-connected by narrow fore and aft platforms on each side, along which aircraft could be transferred from end to end. This arrangement did not prove a success as the air turbulence caused by the superstructure, and hot funnel gases over the after deck, made landing a hazardous operation (as had been anticipated by her seaman captain).

A third and more elaborate alteration was undertaken jointly by Rosyth and Devonport Dockyards between 1921 and 1925. The bridge and funnel were removed, and the detached flight decks and hangars were extended and joined together. Over the after four-fifths length an upper hangar and flight deck was added, and the lift shafts heightened to the upper level as well. In this mode the *Furious* had a short flying-off deck forward, over which was

FURIOUS: LEGEND PARTICULARS

Displacement: 22,450 tons (28,500 tons full load).

Dimensions: 735¼ (pp)/786¼ (oa) × 88/90 (across bulges) × ...d/24 (27¾ full load) feet. FD 596 × 91 feet

Machinery: 18 Yarrow water-tube boilers (250lb/in²), four shafts, Brown-curtis SR geared turbines SHP 90,000 = 29½ knots.

Bunkers & radius: O.F. 3,950 tons, 5,610nm @ 16k.

Protection: Main belt 3in closed by bulkheads 3in, fwd end 2in closed by bulkhead 2in. Funnel casing and uptakes ¾in. Foc's'le deck (amid) 1in, upper deck (fwd & aft) 1in, main deck 1¾in (fwd)/¾in (flat)—1in (slopes) over machinery spaces/1¾in (aft), lower deck 1in (fwd)/1-1½in aft/3in (flat)—2in (slopes) over steering gear aft. Longitudinal bulkheads 1½in (amid)/1in (fwd & aft) closed by bulkheads 1in. Externally bulged.

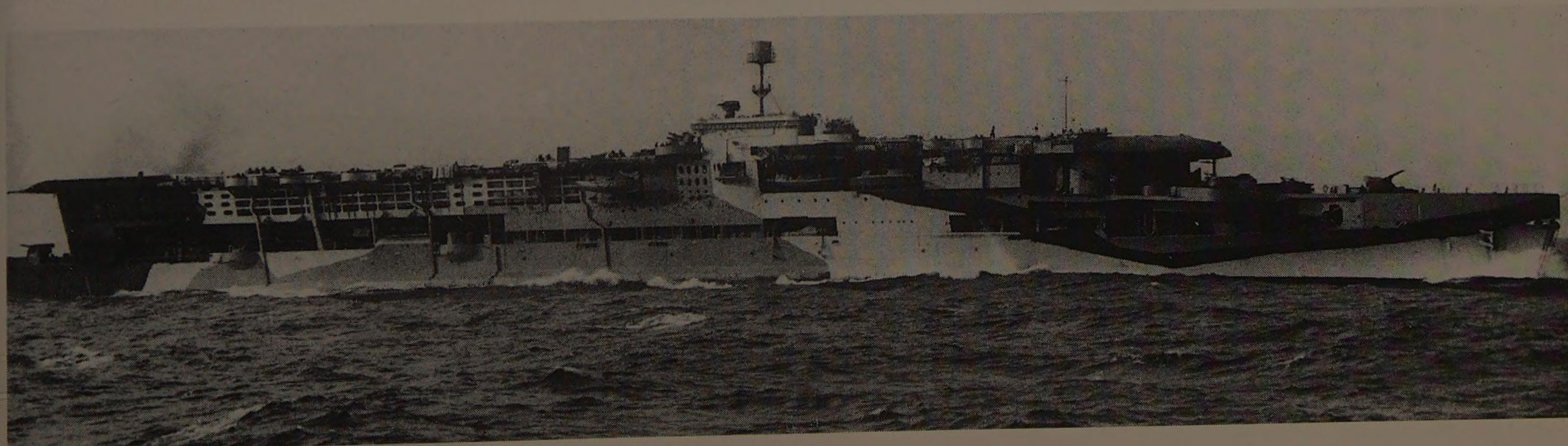
Armament: Twelve 4in AA (6×2), twenty-four 2pdr AA (3×8) guns. Thirty-three aircraft.

Complement: 748 (ship) + 325 (air wing) (war ... + ...).

the longer flight deck, and a 2-storied hangar; the funnel uptakes were led horizontally along the sides to the stern (never a wholly satisfactory arrangement); and at the fore end of the flight deck there was a conning position on each side, which projected slightly above the round-down, which was adjoined by an open bridge and gunnery control position at the deck edge, while amidships—on the centreline—was a small charthouse which was lowered into a well during flying operations. The armament comprised ten 5.5in (10×1) carried on the broadside at upper deck level, and four 4in AA (4×1) guns two forward and two aft.

The flying-off deck forward soon ceased to be used as aircraft increased in weight and speed, and all air operations were conducted from the higher flight deck. When the ship was refitted in 1931/32 the quarter deck was raised to the level of the upper deck, and the two sided 4in AA guns were

Below: The *Furious* had SW.272 RDF added, and the light AA armament augmented; but her appearance was otherwise little altered. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 19/3/17							
47	FURIOUS	Armstrong Whitworth (Walker)	Wallsend Slipway	8. 6.15	15. 8.16	26. 6.17	Sold Arnott Young 23/1/48, arrived Dalmuir 15/3/48 for stripping & Troon 22/6/48 for scrapping.

replaced by a single gun farther aft on the centreline; while two multiple 2pdr AA mountings were added forward. The *Furious* was completely re-armed in 1938/39 with twelve 4in AA (6×2) mounted one forward, two on each side, and one aft; a low island superstructure rigged with a pole mast was added on the starboard side of the flight deck; two HA.DCTs were fitted: one on the foc’s’le, and the other on the island; and an additional multiple 2pdr AA mounting was sited aft of the island.

Mercantile conversion: ARGUS.

As originally conceived the *Argus* was to have had two flight decks divided by an amidships bridge—carried portal fashion over the deck—and a funnel. While the forward deck was to be used for flying-off wheeled aircraft, seaplanes would be carried on the aft deck, and would be put into the water over the side aft. Returning aircraft would either land (if seaplanes) or ditch (if wheeled) alongside, and be recovered by crane.

However, before the *Argus* was completed the first tentative steps to landing-on had been taken, so that she finally emerged as the prototype flush-decked carrier, the separate decks having been combined to form a continuous flight deck. The funnel uptakes were divided, and were led horizontally aft along the sides; separate bridge positions were provided on each side of the flight deck well forward, and between them a retractable charthouse was provided on the flight deck. An armament of four 4in (4×1) guns was mounted forward, and two 4in AA (2×1) guns at the stern; and she could stow twenty aircraft. Bulge protection was fitted in 1925/26; but she was withdrawn from front-line service following her 1936/38 refit, and was relegated to operating drone target aircraft. Her original cylindrical boilers were replaced by water-tube boilers removed from scrapped “V”/“W” class destroyers, all 4in guns were taken out; and the fore end of the flight deck was re-modelled, and its support strengthened, so that two catapults could be fitted for launching target aircraft.

Following the outbreak of war the *Argus* was first employed as a training carrier, was then used for ferrying aircraft, and finally reverted to training. In 1940 she was armed with two 4in (2×1) and twelve .5in AA machine (3×4) guns; a twin 4in AA mounting was added on the quarterdeck, and thirteen 20mm AA (13×1) guns at the edges of the flight deck in 1942; and finally in

War modifications included fitting SW.271, AW.286, and two AR.285 RDF; another multiple 2pdr AA (1×8) mounting was added forward of the island; and twenty-two 20mm AA guns were added progressively along the edges of the flight deck; and the external bulges were deepened, with a corresponding rise in the full load displacement to 28,495 tons.

ARGUS: LEGEND PARTICULARS

- Displacement:** 14,555 tons (17,000 tons full load).
- Dimensions:** 535½ (pp)/565 (oa) × 68½/75¾ (across bulges) × 40d/21 (24¾ full load) feet. FD 549 × 69 feet.
- Machinery:** Six water-tube boilers (250lb/in²), four shafts, Parsons turbines SHP 21,500 = 20½ knots.
- Bunkers & radius:** O.F. 2,000 tonnes,nm @ ..k.
- Protection:** Externally bulged.
- Armament:** Nil.
- Complement:** 373 (ship) + ... (air wing) (war ... + ...)

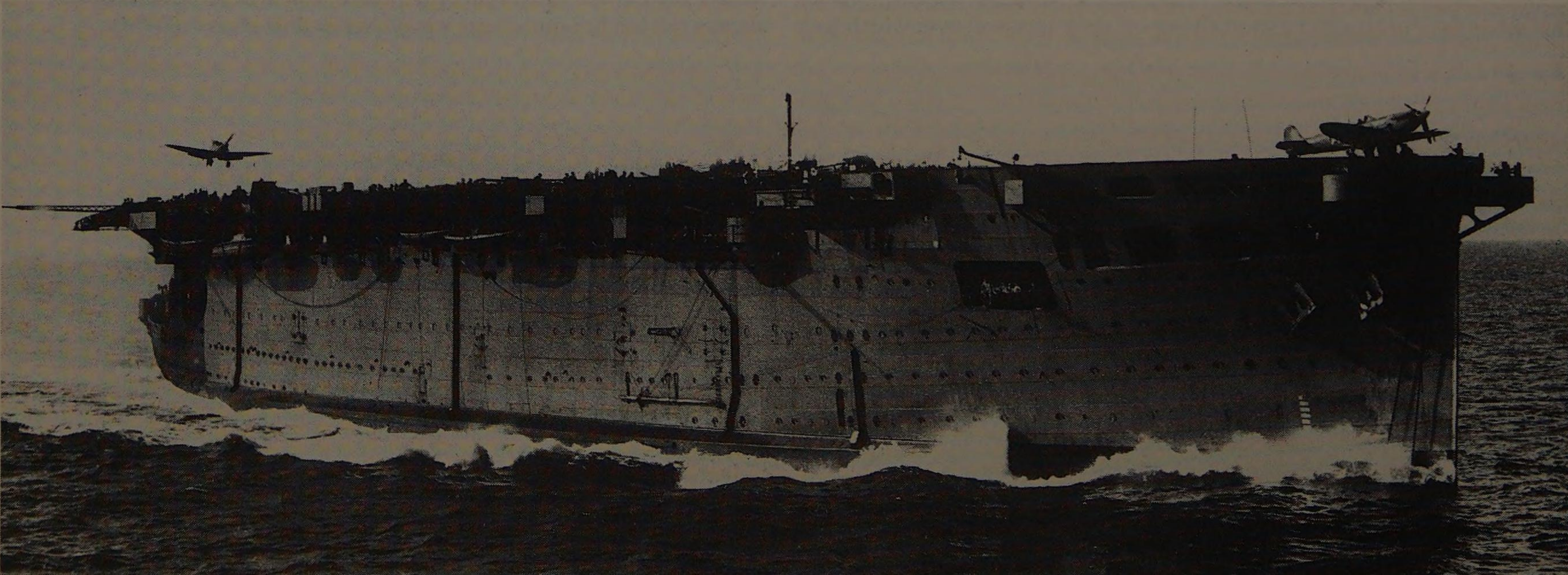


Above: At the outbreak of war the *Argus* was disarmed and used for training. Initially, a 4in gun was mounted at the stern; but this was replaced by a twin 4in AA mounting, and ten 20mm AA (10×1) guns were added along the sides of the flight deck. (NMM)

Below: The *Argus* operating fighter aircraft in 1942. (IWM)

1943 six .303in (6×1) machine guns were added, by which time her displacement had increased to 18,350 tons (full load). She was taken out of service in 1944, and utilised as an accommodation ship.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Purchased .././16							
I.49	ARGUS ex-Conte Rosso	Beardmore (Dalmuir)	Beardmore (Dalmuir)	 6.14	2.12.17	16. 9.18	Harbour service (1944); sold T W Ward 5/12/46, arrived Inverkeithing ../12/46 for scrapping.



Naval conversion: EAGLE.

This vessel was originally laid down in 1913 as the Chilean battleship *Almirante Cochrane* but construction was suspended on the outbreak of the First World War, while her sister ship—the *Almirante Latorre*—was more advanced, and was completed as the British *Canada*. The uncompleted hull was purchased in 1917 for conversion to an aircraft carrier by Portsmouth Dockyard, and finally entered service as the *Eagle* in 1923.

By the time the *Eagle*'s final design was drawn up the basic concept of an end-to-end flight deck was accepted, but an innovation—supported by opinion from sea—was the grouping of the bridge, funnels, masts, etc. on the starboard side of the flight deck to form an island superstructure, which still left an unobstructed flight deck. From its inception the island superstructure proved a success, and won the approval of both the seaman and the airman: the former could navigate and fight the ship under nearly normal conditions, the latter was free from air turbulence over the flight deck when landing, and found the island a useful point of reference in making his approach. Thus established, the island remained a feature of all future carrier construction, and—the true gauge of its success—was copied by all other navies operating aircraft carriers.

A battleship hull with its heavy scantlings was not the ideal for conversion, and a lot of weight was taken up by needless hull strength that it was impractical to eliminate; and there were inherent difficulties in usefully utilising all the space. For her size the *Eagle* had the smallest air complement (on an aircraft/ton basis) among British carriers, despite having a hangar height of 20½ft; but had the heaviest gun armament, and the stoutest protection. While still incomplete preliminary trials were carried out in 1920; after which she returned to dockyard hands for completion, which occupied another 3 years.

Although too vulnerable a ship to engage in surface action, the *Eagle*'s armament was capable of beating off attack by light cruisers and destroyers, should she temporarily be without a surface escort; but it was not the intention—at this stage of development—for a carrier to operate far from the support of the battle fleet. The *Eagle* mounted nine 6in guns at fore's'le deck

EAGLE: LEGEND PARTICULARS

Displacement: 22,600 tons (27,054 tons full load).

Dimensions: 627 (pp)/667½ (oa) × 92¾/105¼ (across bulges) × 44d/21¾ (26¾ full load) feet. FD 652 × 96 feet.

Machinery: Thirty-two Yarrow water-tube boilers (235lb/in²), four shafts, Brown-Curtis HP and Parsons LP turbines SHP 50,000 = 24 (23½ full load) knots.

Bunkers & radius: O.F. 3,775 tons, 3,790nm @ 19 knots. Petrol 14,790 gallons.

Protection: Main belt 4½in closed by bulkheads 4in, upper belt 1in. Funnel casings & uptakes .in. Flight deck (over hangar) 1in, upper deck (fwd & amid) and main deck (aft) 1½in, middle deck ½in (flat)—1in (slopes) fwd/1in (flat & slopes) amid over machinery spaces/½in (flat)—1in (slopes) aft/4in (flat)—.in (slopes) over steering gear/lower deck 2in fwd. Longitudinal bulkheads 2—1½in (fwd)/1½in (fwd)/1½in (amid)/1½—2in (aft) closed by 2in bulkheads. Gunshields 3in (faces)/1½in (sides). Externally bulged.

Armament: Nine 6in (9×1), four 4in AA (4×1), eight 2pdr AA (1×8), sixteen .5in AA machine (4×4) guns; twenty-one aircraft.

Complement: 748 (ship) + ... (air wing) (war ... + ...).

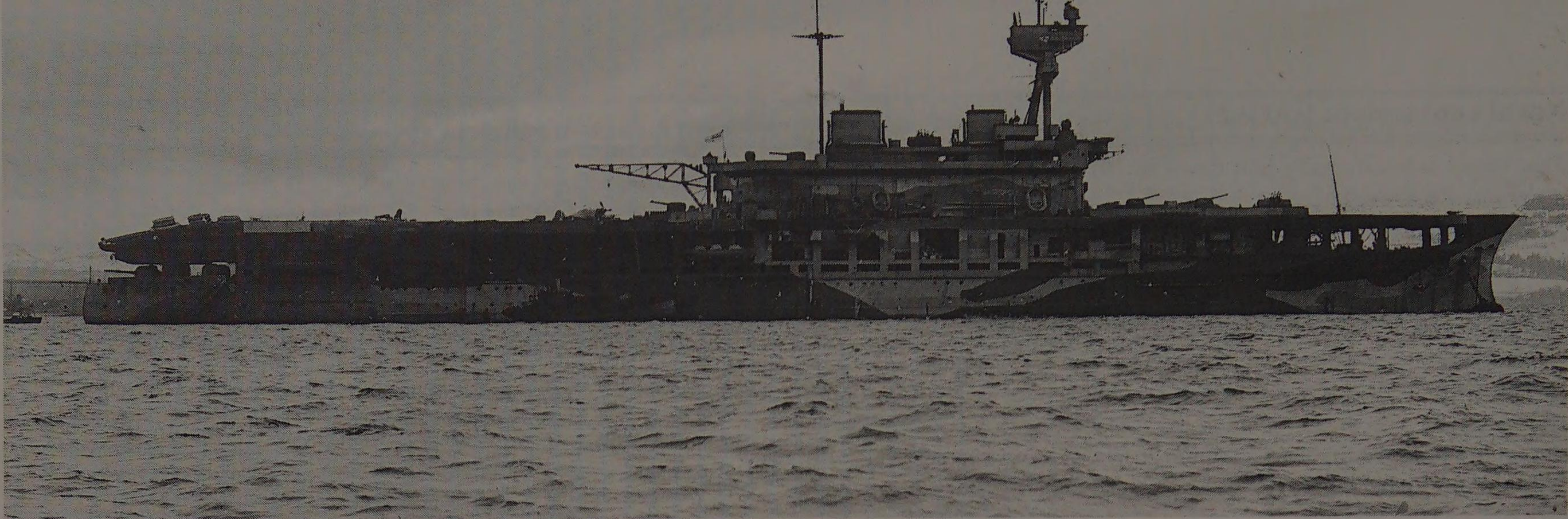
level forward, and upper deck level aft; and had five (provision was made for a sixth but it was never shipped) 4in AA guns on and around the island, with gunnery control positions at the head of the tripod foremast.

Shortly before the outbreak of war an HA.DCT was installed at the head of the tripod foremast, the 4in AA gun between the funnels was replaced by a multiple 2pdr AA mounting, and four multiple machine guns were added. War modifications included the addition of a multiple 2pdr AA (1×8) forward of the island, replacing the multiple machine guns with twelve 20mm AA (12×1) along the sides of the flight deck, the provision of AW.290 and AR.285 RDF, and the bunker capacity was reduced to 2,810 tons (2,780nm @ 17½k) so that petrol stowage could be increased to 17,750 gallons.

Below: The *Eagle* in 1941. Few alterations have been effected other than the provision of AW.286 RDF at the head of the mainmast, AR.285 on the HA.DCTs, and 20mm AA guns along the sides of the flight deck. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Purchased 28/2/18							
94	EAGLE (i) ex- <i>Almirante Cochrane</i> , ex- <i>Santiago</i>	Armstrong Whitworth (Walker)	J Brown (Clydebank)	20. 2.13	8. 6.18	20. 2.24	Completed Portsmouth Dockyard; torpedoed German submarine U.73 Western Mediterranean 11/8/42.





Admiralty type: HERMES.

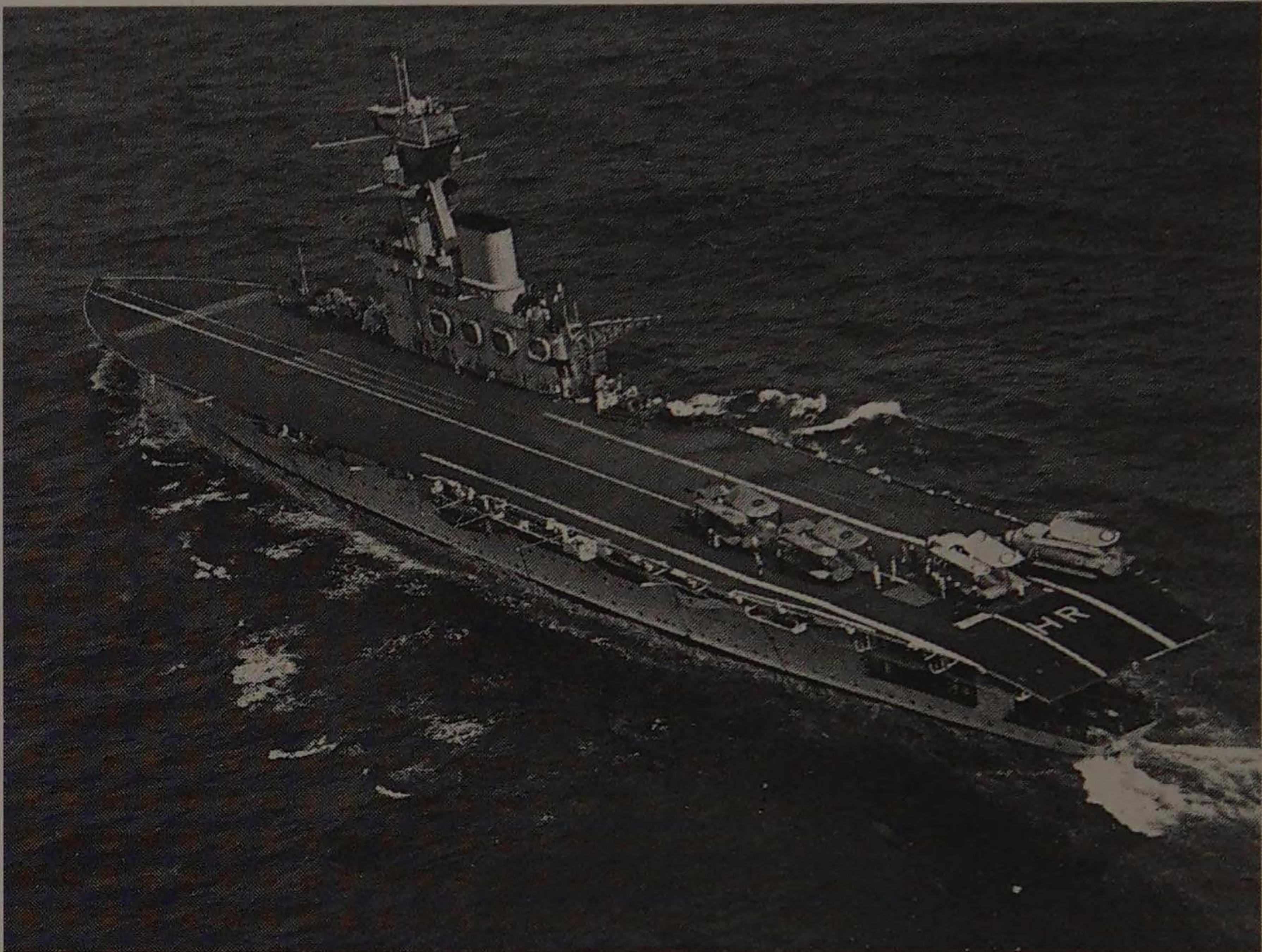
The *Hermes* had the distinction of being the first ship designed as an aircraft carrier, and the advantages that accrued from this are evident in her modest size: although smaller and faster than the *Argus* and the *Eagle* she could operate as many aircraft as them. To what extent her design was influenced by the aircraft carrying cruiser *Vindictive* (ex-*Cavendish*) is uncertain, but there is little to support the suggestion that she was first conceived as a further unit of this cruiser class as her main characteristics are quite dissimilar. Such cruiser characteristics as the *Hermes* possessed were limited to:

- (a) her machinery (the standard cruiser 2-shaft installation);
- (b) her scantlings and protection; and
- (c) her gun armament (at the close of the First World War the 5.5in gun was contesting the 6in gun as the light-cruiser main armament),

but all these were more the natural outcome of hulls of similar dimensions rather than indicating a cruiser origin.

The hangar was positioned in the after half-length, was sized to accommodate 20 aircraft, and was connected to the flight deck by a single lift at the stern. To be placed on the lift aircraft were first passed through an opening in the rear bulkhead of the hangar. The shortcomings of these arrangements—limited aircraft capacity, single external lift, etc.—only became apparent later, after much further development, and was no reflection on her design at the time. Such experience as was available was derived from an extremely polygot collection of makeshift conversions. The design was cast well in advance of the *Argus* and the *Eagle* entering service, so that there was little practical design experience to be gained from earlier sources.

To secure the maximum flight deck dimensions the hull was given considerable flare, and although the main deck was made the strength deck the



Top: Broadside view of the *Eagle* in 1941. (IWM)
Above: Pre-war view of the *Hermes*. Her war appearance was little changed, and was limited to the addition of a few light AA guns. (Admiralty)

side plating was extended up to the flight deck—with necessary openings cut for guns, boats, etc.—and in consequence she proved an excellent seaboat. As the island superstructure appeared the best solution to the problem of funnel gases, this was adopted despite the fact that there was no supporting experience, but the decision was subsequently shown to be fully justified. The legs of the tripod mast were square in section, with the unusual configuration of two vertical and one trailing leg; and at its head was a fire control position that was surprisingly large for the light armament that was mounted. The latter comprised six 5.5in guns carried on the broadside, and three—later increased to four—4in AA guns on the flight deck forward and aft of the island.

Few alterations were effected during the inter-war years; but a second lift was added at the fore end of the hangar (which reduced the aircraft stowage to 15), and a catapult on the flight deck. By the outbreak of the Second World War she was reduced to operating 12 aircraft, so that only torpedo bombers and no fighters were carried. War modifications are believed to have been limited to the addition of a multiple 2pdr AA (1×4) mounting, two multiple .5in AA machine guns, and perhaps a few 20mm AA guns, but no RDF.

HERMES: LEGEND PARTICULARS

- Displacement:** 10,850 tons (13,000 tons full load).
Dimensions: 548 (pp)/600 (oa) × 65/70¼ (across bulges) × ...d/18¾ (21½ full load). FD × feet.
Machinery: Six Yarrow water-tube boilers (235lb/in²), two shafts, Parsons SR geared turbines SHP 40,000 = 25 knots.
Bunkers & radius: O.F. 2,000 tonnes,nm @ ...k. Petrol gallons.
Protection: Main belt 3in (amid)/1½–2in (ends) closed by ..in bulkheads. Funnel casing and uptakes ..in. Upper deck 1in (amid), main deck 1in (fwd & aft). Gun shields 3in (faces). Externally bulged.
Armament: Six 5.5in (6×1), four 4in AA (4×1), four .5in AA machine (1×4) guns; twelve aircraft & one catapult.
Complement: 664 (war ...).

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ../7/17							
I.95	HERMES (i)	Armstrong Whitworth (Walker)	Wallsend Slipway	15. 1.18	11. 9.19	19. 2.24	Completed Devonport Dockyard; bombed IJN aircraft from carriers AKAGI, HIRYU & SORYU 70 miles south of Trincomalee 9/4/42.

Naval conversions: COURAGEOUS, *GLORIOUS.

These ships were converted to aircraft carriers on lines generally similar to the *Furious*: the *Courageous* by Devonport Dockyard between 1924 and 1928, while work on the *Glorious* started at Rosyth Dockyard, but was completed at Devonport Dockyard during 1924/30.

The superstructure was completely razed, and over the half-length aft a lower hangar was added, over which was placed a longer upper hangar. Although a short flying-off deck was provided forward, it did not remain long in use, and was finally blanked-off from the upper hangar. This was brought about by the increasing weight of aircraft, which required a longer take-off. An innovation was the provision of two catapults at the fore end of the flight deck; and while they were originally put in for launching seaplanes, their availability naturally resulted in wheeled aircraft using them as well. At the time it was not clearly foreseen that this would later become a general practice as aircraft weights continued to rise. Unlike the *Furious*, however, a short island superstructure was arranged on the starboard side.

Unlike earlier conversions only an AA armament was shipped—and with 16 4.7in guns mounted on the broadside and controlled by four HA.DCTs they had the best air defence in the fleet—and for protection against surface attack they looked to the battle fleet, or other escort provided, for cover rather than their own strike aircraft.

As in the *Furious* both units retained their original vertical and horizontal protection except that associated with the heavy gun positions, which was removed; and while they had a similar form of bulge protection to the *Renown* the bulges were originally made shallower, but were deepened during conversion. It was recommended that not more than 3,450 tons of oil fuel be carried, but if it was necessary fully to top-up then 180 tons of water ballast had to be taken into the lower portion of the port bulge to counteract

COURAGEOUS, GLORIOUS: LEGEND PARTICULARS

- Displacement:** 22,500 tons (26,560 except * 26,400 tons full load).
- Dimensions:** 735 (pp)/786¼ (oa) × 81/90½ (across bulges) × 36d/24 (28 full load) feet. FD 591 × feet.
- Machinery:** Eighteen Yarrow water-tube boilers (250lb/in²), four shafts, Parsons SR geared turbines SHP 90,000 = 29½ knots.
- Bunkers & radius:** O.F. 3,840 tons, 6,900nm @ 14k. Petrol 34,500 gallons.
- Protection:** Main belt 3in closed by bulkheads 2in, fwd end 2in closed by bulkhead 2in. Funnel casings and uptakes ¾in. Foc's'le deck 1in (amid), upper deck 1in (fwd & aft), main deck 1¾in (fwd)/¾in (flat)—1in (slopes) over machinery spaces amid/1¾in (aft), lower deck 1in (fwd)/1—1½in (aft)/3in (flat)—2in (slopes)—1½in over steering gear. Longitudinal bulkheads 1½in closed by bulkheads 1½in. Externally bulged.
- Armament:** Sixteen 4.7in AA (16×1), twenty-four 2pdr AA (3×8) guns; forty-eight aircraft & two catapults.
- Complement:** 748 (ship) + 468 (air wing).

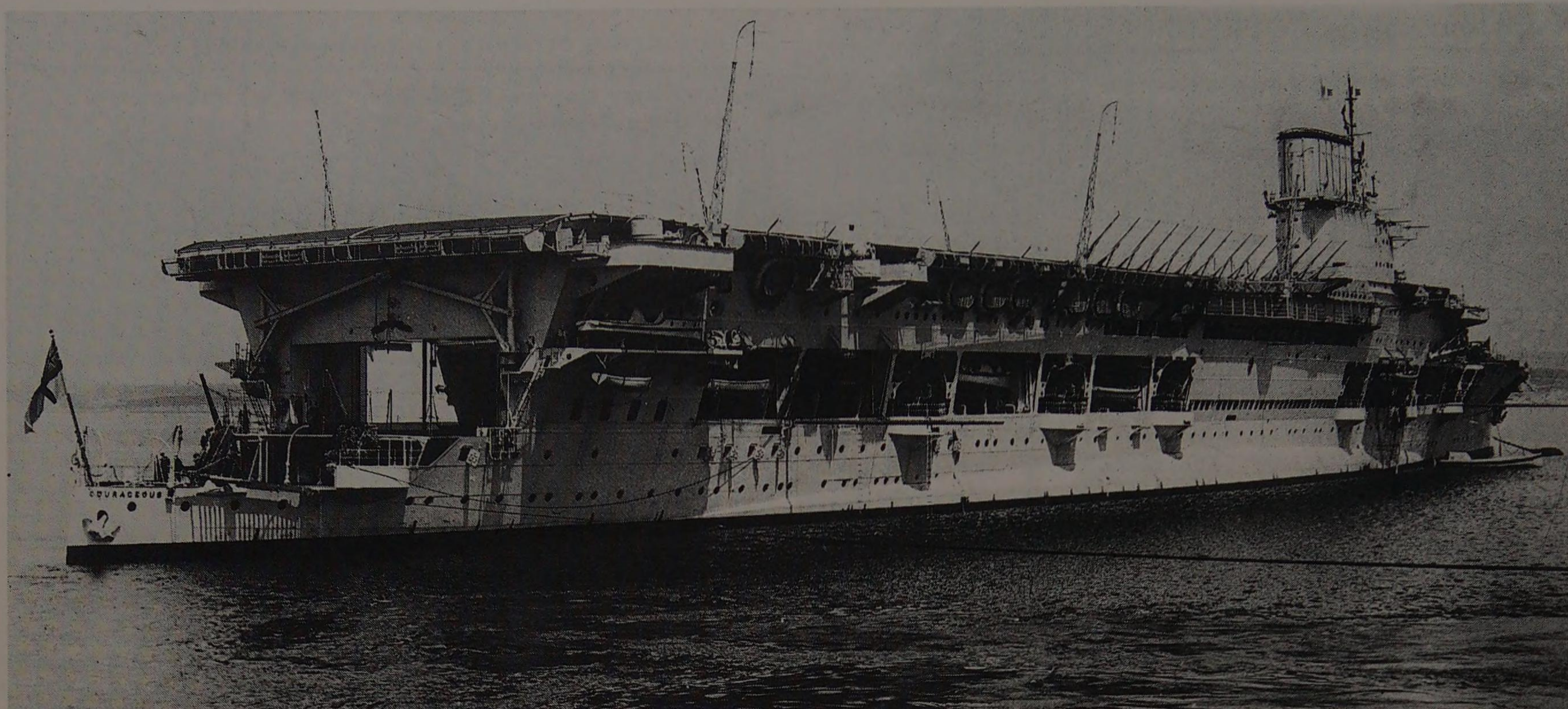
the starboard list (owing to the island), with the proviso that it was pumped out as soon as possible to maintain the protective quality of the bulge.

During refits in 1934/36 both had three multiple 2pdr AA mountings added: one on each side of the foc's'le, and one abaft the island. In addition, the *Glorious* had the low quarterdeck raised to the level of the upperdeck, and the flight deck extended aft so as to overhang the stern; while the *Courageous* had a light tripod stepped in place of the pole mast. These ships benefited from experience gained with the early carriers, carried more aircraft, and were the best of the many conversions undertaken. Ironically, they were the first two carriers to be lost, and to forms of attack in which they were most deficient in protection: the submarine torpedo and surface gunfire.

Below: Bow view of the *Glorious*. (Admiralty)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 27/7/21							
50	COURAGEOUS	Armstrong Whitworth (Walker)	Parsons (Wallsend)	28. 3.16	5. 2.16	12.16	Torpedoed German submarine U.29 west of Ireland 17/9/39.
77	GLORIOUS	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	1. 5.15	20. 4.16	11.16	Gunfire German battlecruisers GNEISENAU & SCHARNHORST west of Narvik 8/6/40.





Admiralty type: ARK ROYAL.

Under the terms of the Washington Naval Treaty (1921) aircraft carriers were limited to a displacement of 27,000 tons, and guns not exceeding 8in calibre; and could be replaced after 20 years, except that vessels already completed, or under construction, were regarded as experimental, and could be replaced at any time. The total tonnage in this category—exempting vessels under 10,000 tons—was fixed at 135,000 tons for the U.K. and U.S.A., 81,000 tons for Japan, and 60,000 tons for France and Italy. The First London Naval Treaty (1930) reversed the exemption on carriers under 10,000 tons, and added the unusual clause that future carriers could not be less than 10,000 tons; while the Second London Naval Treaty (1935) reduced the qualitative limits to 23,000 tons and 6in guns.

When a new carrier was authorised in 1934 the Royal Navy had in service six ships totalling 115,455 tons, of which the *Argus* (14,555 tons) would be withdrawn from service on completion of the new unit. A series of preliminary designs ranging from 12,000 to 24,000 tons was examined, and it was finally decided that the main requirements could be met with a ship of 22,000 tons: a figure which the U.K. had advocated for some years as the upper limit to keep down cost. Therefore, although the *Ark Royal* was constructed to an exemplary self-imposed limit below Treaty obligations, it should be noted that her foreign contemporaries accepted even lower displacements—the American *Yorktown* was of 19,800 tons, and the Japanese *Soryu* 15,900

tons—so that the British effort to reduce a tonnage limitation that was universally accepted as too high was largely wasted. While the *Ark Royal* was building the second London Conference did, in fact, reduce carriers to 23,000 tons, but it was by then too late to modify the design to take advantage of an extra 1,000 tons.

The design was of special interest in that the flight deck was made the strength deck, so that the side plating was extended up to the flight deck, with suitable openings for boats and to provide recreational deck space. Owing to the deep girder depth of the hull longitudinal stresses were not high, and it was the transverse strength that demanded more than usual attention. To secure the longest possible flight deck, with the shortest possible hull for manoeuvrability and economic propulsion, considerable overhang was adopted aft so that the overall length exceeded that on the waterline by 78½ft.

A double-storied hangar to accommodate 72 aircraft was connected to the flight deck by three lifts, which were designed to operate aircraft up to 8,000lb in weight. With the much longer flight deck a new philosophy envisaged recovering and launching aircraft simultaneously, aided by improved arrester gear and two catapults. A portable barrier virtually divided the flight deck into the earlier concepts of a landing-on deck aft, and a flying-off deck forward, which had been abandoned as heavier and faster aircraft required a longer deck than was provided in earlier carriers, but was now available on

Below: The *Ark Royal* at the outbreak of war. (Admiralty)



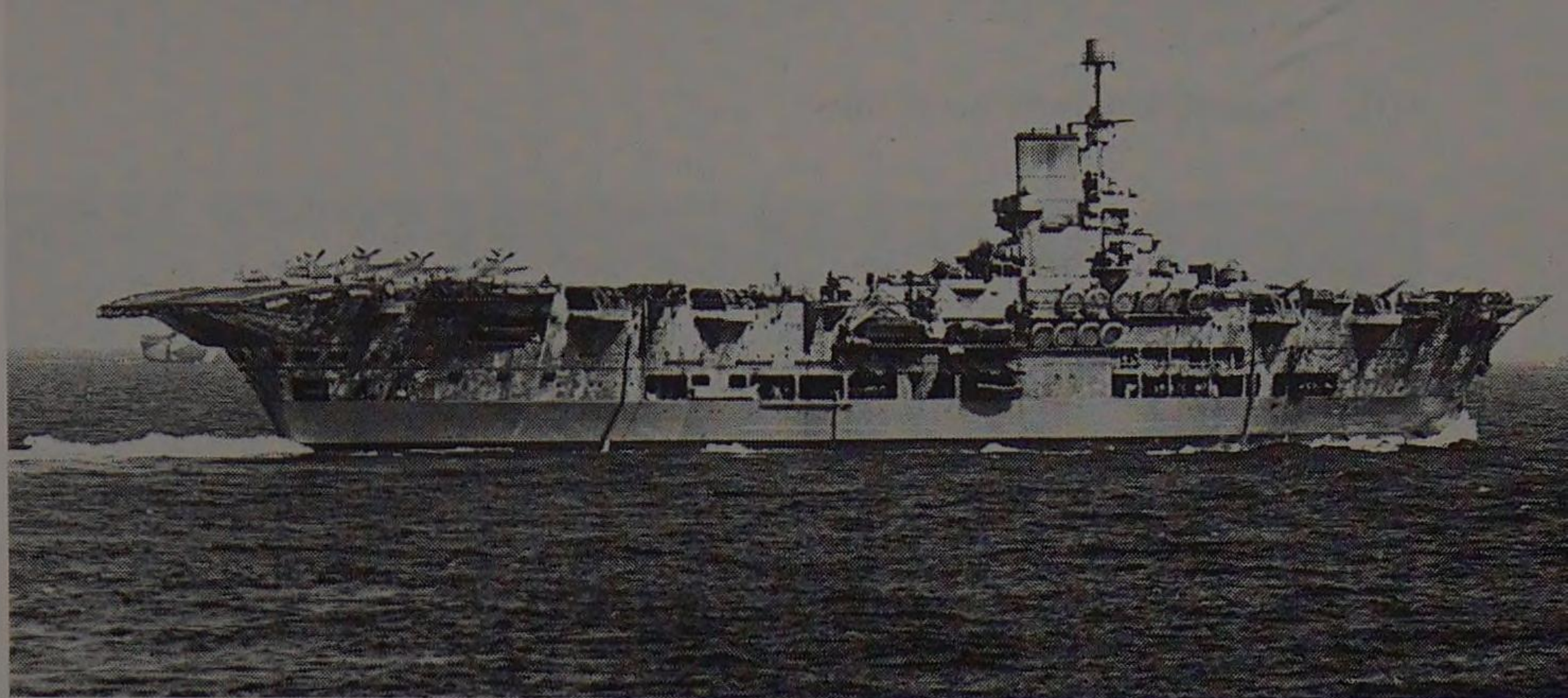
Left: Stern view of the *Courageous*, whose flight deck did not overhang the stern as in the *Glorious*. In addition, the latter ship did not feature a drop in the level of the quarterdeck aft. (Admiralty)
Right: The *Ark Royal* shortly before her loss. No alterations were effected during her brief, but very active, war career; and no RDF was fitted. (IWM)

the *Ark Royal*. Although there was no halt in aircraft development, and weight and speed would continue to increase, it was considered that these aspects would be catered for by parallel developments with arrestor gear and the catapult. On the air side there was sharp division of opinion over the necessity of a barrier at all, but it was more generally used than not to speed air operations.

Only a small island superstructure was placed on the starboard side, and the resulting asymmetrical moment was compensated for by increasing the beam on the port side above the waterline, and by placing as much auxiliary equipment as possible to port. A 3-shaft installation best suited manoeuvrability as it placed the rudder directly abaft the centre screw in line with the flow of the water; but with the boiler and engine rooms placed abreast they had to be separated longitudinally, and accept the inevitable list that would accompany damage. Electric power at 220V DC was supplied by six 400kW turbo-generators, and was a considerable advance on the total 975kW capacity of the “*Courageous*” class and the *Furious*.

The magazines and petrol stowage compartments were placed forward and aft of the machinery spaces, and all these vital areas were protected by a side armour belt closed by staggered armoured bulkheads and decks. Over the boiler rooms the armour deck was at lower hangar deck level, dropped down first to upper deck level for a short length forward, and over the engine rooms aft, and finally to lower deck level over the magazines and petrol tanks; while at the same level aft a short protective deck was placed over the steering gear. Thus, the protection was confined to the half-length amidships, with the ends left unarmoured but closely sub-divided to localise damage; and there was no external bulge, but a system of internal longitudinal bulkheads.

Following the policy adopted with the “*Courageous*” class the main requirement of the gun armament was to provide air defence, and to improve the sky arcs the guns were carried high—at upper gallery deck level—where they were also least subject to the weather as criticisms had been levelled at the arrangements in the *Courageous*. A new calibre DP gun, the 4.5in, was introduced which was mounted in open shields; and eight mountings were arranged quadrantly near the ends of the flight deck, and were controlled by four HA/LA.DCTs (two on each side). For close-range defence there were six multiple 2pdr AA mountings, four on the flight deck forward and aft of



the island, and two to port; and eight multiple .5in AA machine guns, two at each corner of the flight deck. By the standards of the day the *Ark Royal* had the best air defence in the fleet; and needed it in view of the low performance fighter aircraft embarked.

The *Ark Royal* proved most successful in service. She was a good seaboat, a stable aircraft platform, could operate her aircraft in practically any weather, easily made her designed speed, and manoeuvred well. Extensive use was made of welding to keep weight down, and a saving of about 500 tons was achieved in a structure that was about 65% welded. After trials it was found necessary to heighten the funnel by about 8ft; and as 72 aircraft proved a tight stow, she generally operated with only 60 aboard.

Her loss to only a single torpedo hit was a matter of some concern as her design incorporated so many new features; but she lingered for 14hr before finally succumbing not so much to structural damage, but loss of power so that flooding proceeded unchecked. As far as is known war modifications were limited to the addition of two multiple 2pdr AA mountings (2×8) in 1941, and the possible fitting of an AW.RDF set only.

ARK ROYAL: LEGEND PARTICULARS

Displacement: 22,000 tons (27,720 tons full load). FD 600 × feet.
Dimensions: 685 (pp)/721½ (wl)/800 (oa) × 94¾ × ...d/22¾ (27¾ full load) feet. FD 797 × 96 feet.
Machinery: Six Admiralty 3-drum boilers (400lb/in²), three shafts, Parsons SR geared turbines SHP 102,000 = 30¾ knots.
Bunkers & radius: O.F. 4,620 tons, 12,000nm @ 14k. Petrol 100,000 gallons.
Protection: Main belt 4½in closed by 2½in bulkheads. Funnel casings and uptakes ..in. Lower hangar deck (over boiler rooms) and upper deck (fwd & aft over engine rooms) 2½in, lower deck (fwd & aft over magazines and petrol tanks) and over steering gear 3½in. Longitudinal bulkheads 1½in.
Armament: Sixteen 4.5in DP (8×2), forty-eight 2pdr AA (6×8), thirty-two .5in AA machine (8×4) guns; seventy-two aircraft & two catapults.
Complement: 863 (ship) + 773 (air wing) (war ... + ...).

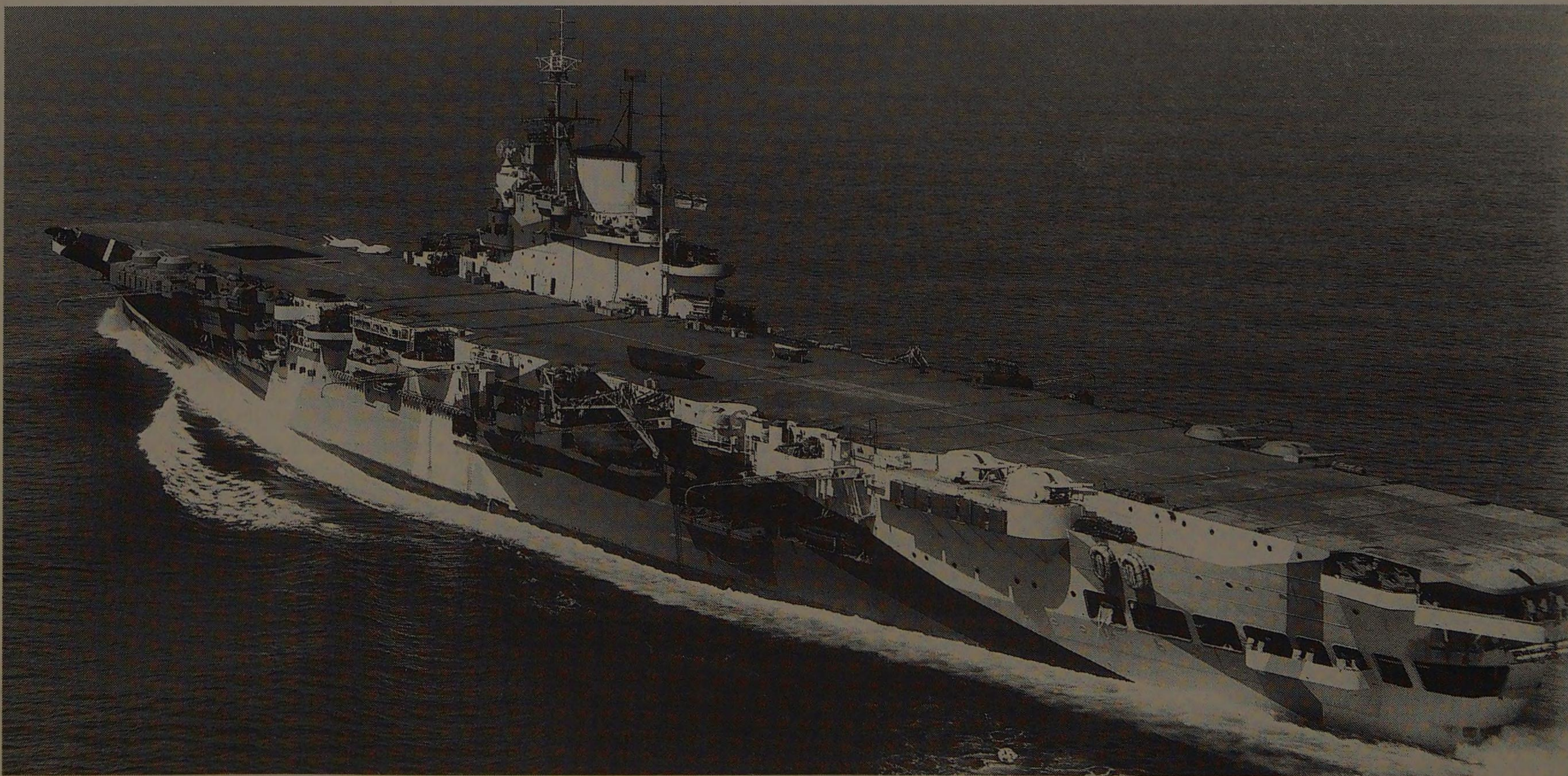
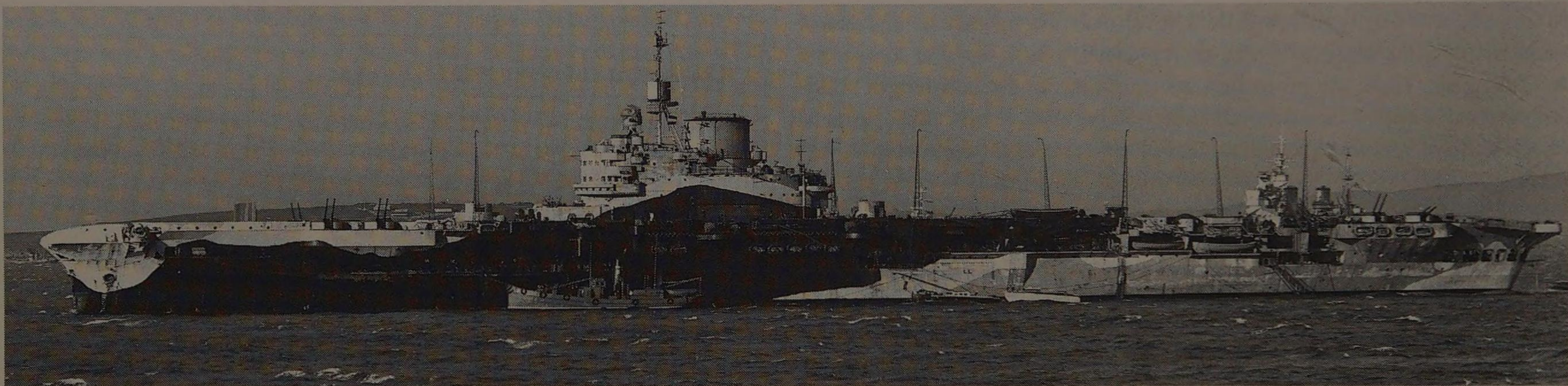
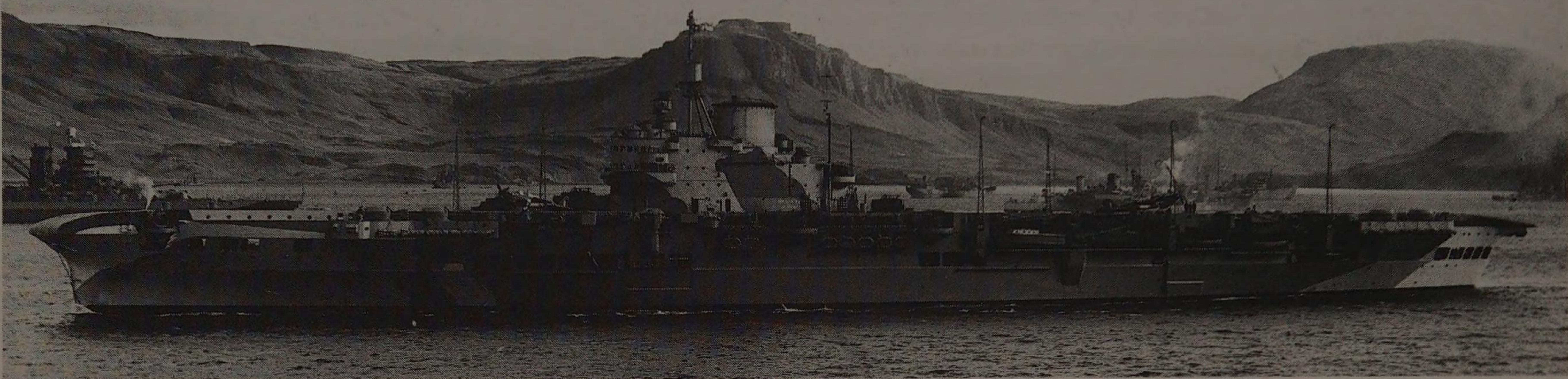
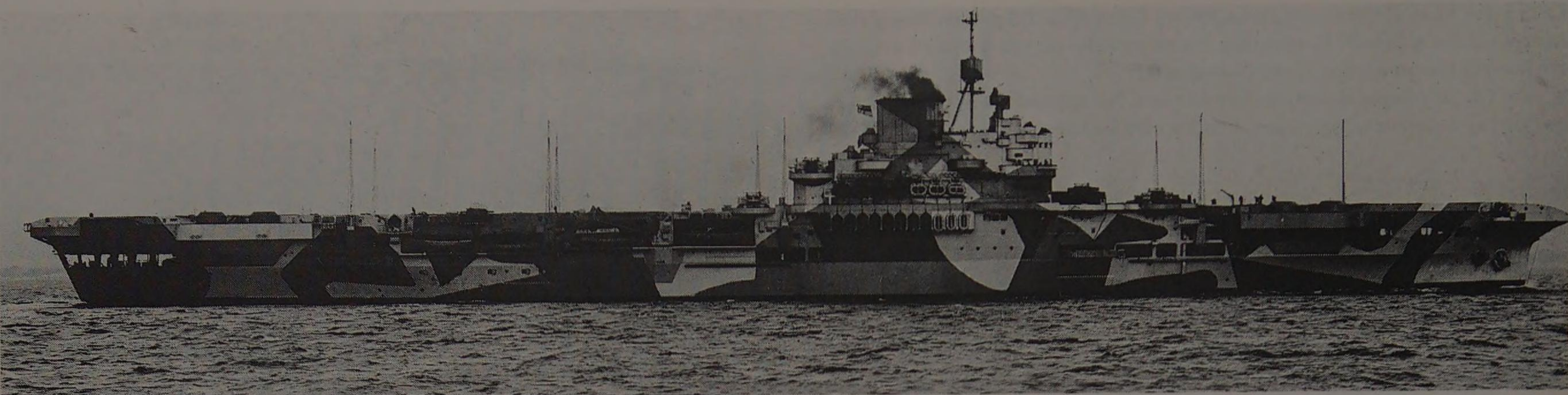
Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 17/4/35							
91	ARK ROYAL (i)	Cammell Laird (Birk-enhead)	Cammell Laird (Birk-enhead)	16. 9.35	13. 4.37	16.12.38	Torpedoed German submarine U.81 30 miles east of Gibraltar 13/11/41 & foundered in tow following day.

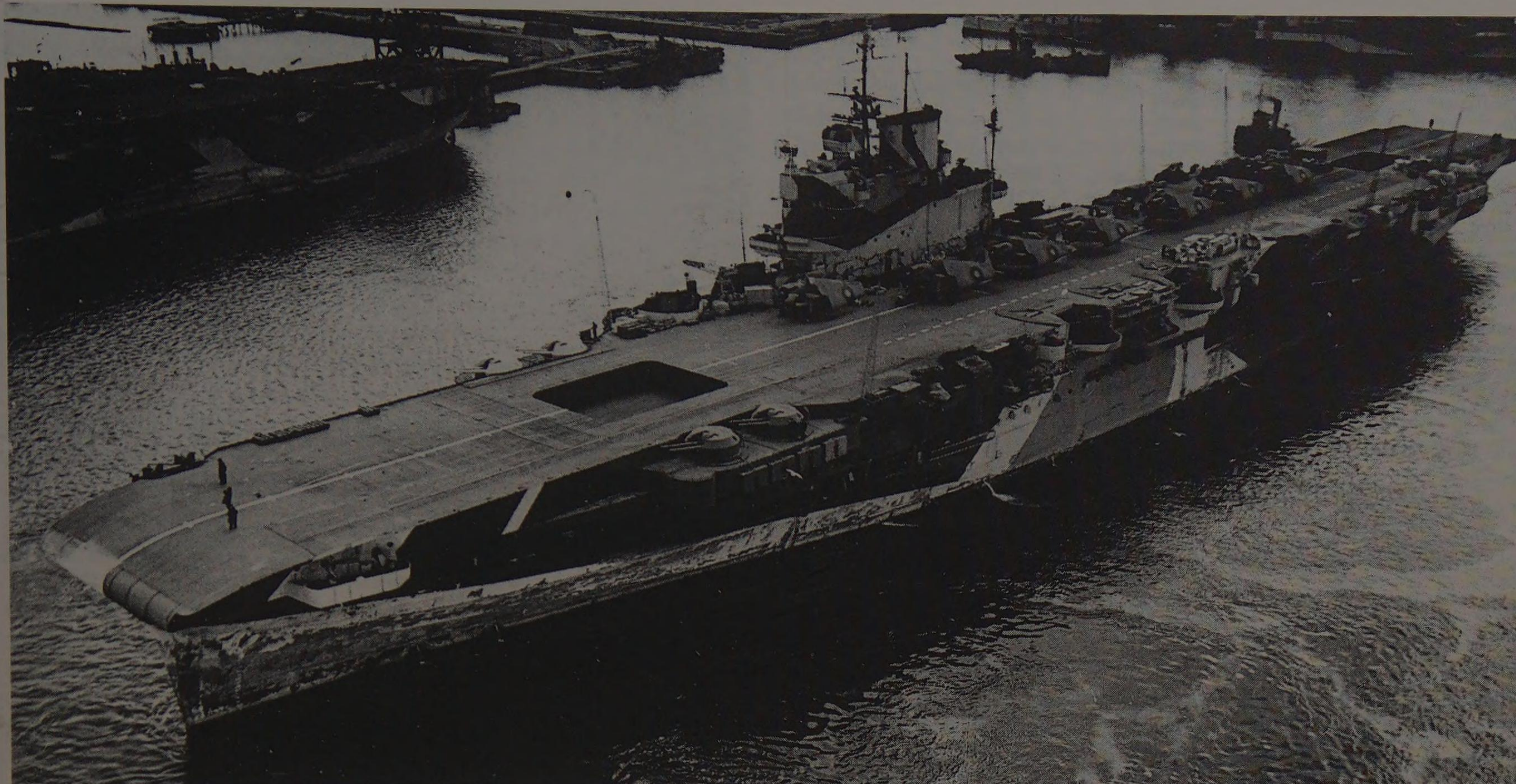
“**Illustrious” class:** (first group) *FORMIDABLE, †IL-LUSTRIOUS, VICTORIOUS; (second group) INDOMITABLE; (third group) IMPLACABLE, ‡INDEFATIGABLE.

At the close of 1936 both the Washington Naval Treaty (1921) and the first London Naval Treaty (1930) had expired, but the position with regard to new carrier construction was that while quantitative limitations had lapsed, qualitative restrictions still applied to the signatories of the second London Naval Treaty (1935) which had reduced the upper limit from 27,000 tons to 23,000 tons. Therefore, while the standard displacement of the two carriers ordered under the 1936 Re-Armament Programme was provisionally fixed at this figure pending ratification of the treaty, the four that followed under the 1937/38 Estimates were arbitrarily bound in the first instance to 23,000 tons.

For these new carriers a complete departure was made from the design of the *Ark Royal* (then building), and the object of the carrier—to carry and

operate as many aircraft as possible—was rather lost to sight in providing an armoured hull that could withstand attack by 1,000lb bombs. It was contended that in Home and Mediterranean waters they would be subject to heavy attack from shore-based bombers, rather than other carrier aircraft; so the main feature of the design was to provide protection to resist attack on this scale. This proved to be a very accurate forecast of what actually occurred in European waters. The procedure in the face of heavy air attack was to recover, strike down, and de-fuel all aircraft; leaving air defence to a heavy AA armament, and this practice continued to be observed until 1940. It all reflected the more passive role envisaged for British carriers than for their American and Japanese counterparts. In view of the generally poor performance of British naval fighters the reluctance to rely on them for air defence is, perhaps, understandable; but on the examination of the air complement a ratio of 5:1 between torpedo bombers and fighters was more indicative of the battle fleet strategy that prevailed. As both the German and Italian navies possessed strong battle fleets, but had no aircraft carriers while maintaining





Left, top to bottom: The *Illustrious* as completed in 1941; the *Victorious* as completed in 1941; the *Formidable* in 1943; and the *Indomitable* in 1944. (U.S. Navy)

Above: The *Indomitable* showing her deck layout. (IWM)

large forces of ground-based aircraft, the concept of the armoured carrier was justifiable.

In this design the hangar was made an armoured box with 4½in sides and a 3in roof (forming the flight deck) closed by 4½in bulkheads forward and aft; while at hangar deck level a 3in deck was fitted between the the hangar and the ship's side, where it ran into the top edge of the main belt. The end bulkheads were continued to the ship's side and the inner bottom at a reduced thickness of 2½in, and outside the hangar area the flight deck edges were thinned to 1½in, and the deck ends at hangar deck level to 1in. As in the

Ark Royal the machinery spaces, and the adjoining magazines and petrol stowage compartments, were protected by 4½in belt armour, and a 1½in longitudinal bulkhead, with a 3in deck over the steering gear aft. The lifts were placed outside the armoured hangar at each end, with access through sliding armoured doors which separated the hangar from the lift well.

The natural consequence of this considerable armoured section was that only a 1-storied hangar could be installed, and the aircraft capacity was halved when compared with the *Ark Royal*. The same gun armament was mounted as in the *Ark Royal*, but with greater dependency placed on AA fire the arcs of the 4.5in guns were widened so that they could fire across the flight deck, and they were installed in twin power-operated countersunk turrets. For arming the aircraft provision was made to stow 45 18in torpedoes, and 100 500lb, 550 250lb, 250 250lb AP, 400 100lb, and 600 20lb bombs. The breakdown of weights was as shown in the table overleaf.

"ILLUSTRIOUS" CLASS: LEGEND PARTICULARS

First group

Displacement: 23,207 tons (28,619 tons full load).

Dimensions: 673 (pp)/743¼ (oa) except * 740¾ (oa) × 95¾ × 67¾d/24 (28 full load) feet. FD 742 except †747 × 95 feet.

Machinery: Six Admiralty 3-drum boilers (400lb/in²), three shafts, Parsons SR geared turbines SHP 110,000 = 30½ knots.

Bunkers & radius: O.F. 4,854 tons, 11,000nm @ 14k. Petrol 174 tons/50,540 gallons.

Protection: Main belt (amid) 4½in closed by 2½in bulkheads. Funnel casings and uptakes ..in. Hangar sides 4½in closed bulkheads 4½in/2½in (between hangar & ship's side). Flight deck 3in (over hangar)/1½in (outside hangar), lower hangar deck 3in (between hangar & ship's side)/1in (ends outside hangar), lower deck aft 3in (over steering gear). Longitudinal bulkheads 1½in.

Armament: Sixteen 4.5in DP (8×2), forty-eight 2pdr AA (6×8), eight 20mm AA (8×1) guns; thirty-six aircraft & one catapult.

Complement: 817 (ship) + 394 (air wing) (war 1,997).

Second group

Displacement: 24,680 tons (29,730 tons full load).

Dimensions: 673 (pp)/754 (oa) × 95¾ × ...d/25 (29 full load) feet. FD 751 × 95 feet.

Machinery: As in first group

Bunkers & radius: O.F. 4,500 tons,nm @ ...k. Petrol 260 tons/75,110 gallons.

Protection: Main belt 4½in closed by 2½ bulkheads. Funnel casings and uptakes ..in. Hangar sides 1½in closed by 2½in bulkheads. Flight deck 3in (over hangar)/1½in (outside hangar), lower deck 3in (between hangar & ship's side)/1in (ends outside hangar), lower deck aft 3in (over steering gear). Longitudinal bulkheads 1½in.

Armament: Sixteen 4.5in DP (8×2), forty-eight 2pdr AA (6×8), eight 20mm AA (8×1) guns; forty-eight aircraft & one catapult.

Complement: 1,392 (war 1,592 in 1942/1,945 in 1945).

Third group

Displacement: 27,000 tons (32,110 tons full load) except ‡ 27,700 tons (32,800 tons full load).

Dimensions: 673 (pp)/766¼ (oa) except ‡ 766½ (oa) × 95¾ × ...d/26 (29 full load) feet. FD 761 × 101 except ‡ 105 feet.

Machinery: Eight Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 148,000 = 31½ knots (30½ knots full load).

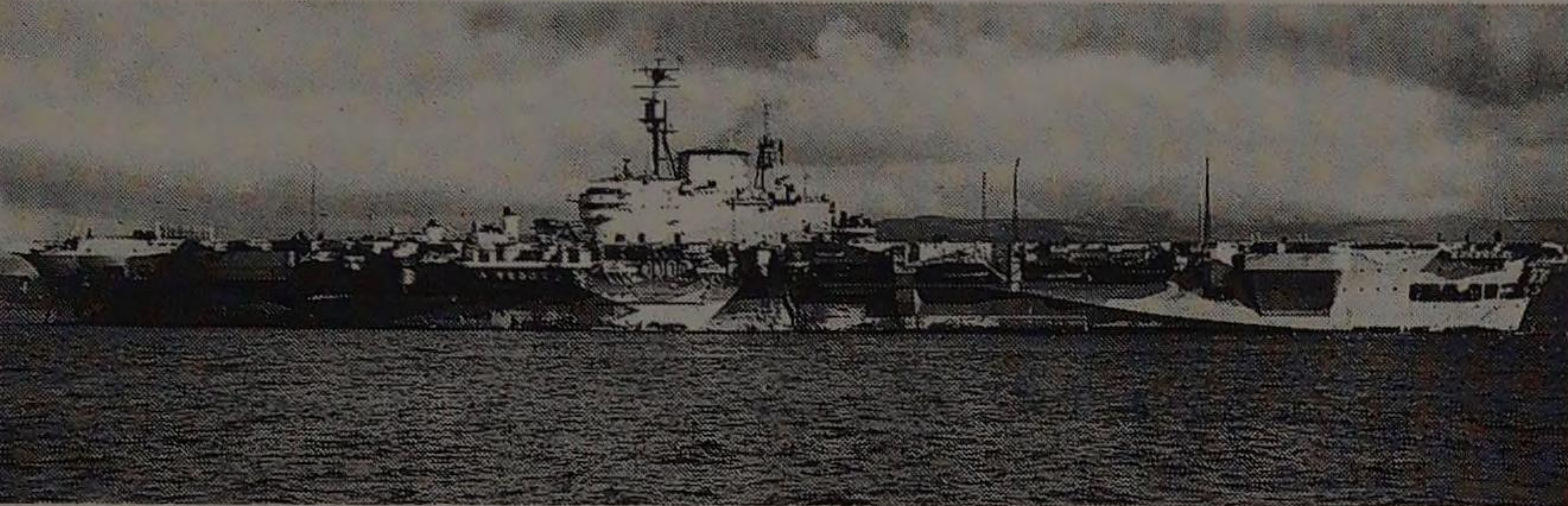
Bunkers & radius: O.F. 4,850 tons,nm @ ...k. Petrol 320 tons/94,650 gallons.

Protection: As in second group.

Armament: Sixteen 4.5in DP (8×2), forty-four 2pdr AA (5×8/1×4), thirty-seven except ‡ forty 20mm AA (14×2 & 9×1/15×2 & 10×1) guns; sixty aircraft & one catapult.

Complement: 845 (ship) + 547 (air wing) (war 970 + 587 + 15 as flag).

"ILLUSTRIOUS" CLASS: WEIGHTS			
Items	Standard	%	Deep
Hull & fittings	12,724 tons	54.8	12,724 tons
Machinery	2,440 tons	10.5	2,464 tons
Protection	4,941 tons	21.3	4,941 tons
Armament	992 tons	4.3	997 tons
Aircraft equipment	995 tons	4.3	1,186 tons
General equipment	1,115 tons	4.8	1,266 tons
Totals	23,207 tons	100.0	23,578 tons
Oil fuel	—		4,854 tons
Reserve feed water	—		187 tons
Totals	23,207 tons		28,619 tons
Standard condition: draught 23ft 11in; GM 5.35ft; GZ (max) 3.55ft; range 65deg.			
Deep condition: draught 28ft 1in; GM 8.26ft; GZ (max) 4.90ft; range 90deg; TPI 110 tons; ITM 4,005ft/tons.			



Above: Broadside of the *Indefatigable*. The *Implacable* and *Indefatigable* were not easily distinguished from the two earlier groups; but had a modified bow form, and light tripod mainmast. (IWM)
Below: Broadside view of the *Implacable* in 1944 . (IWM)

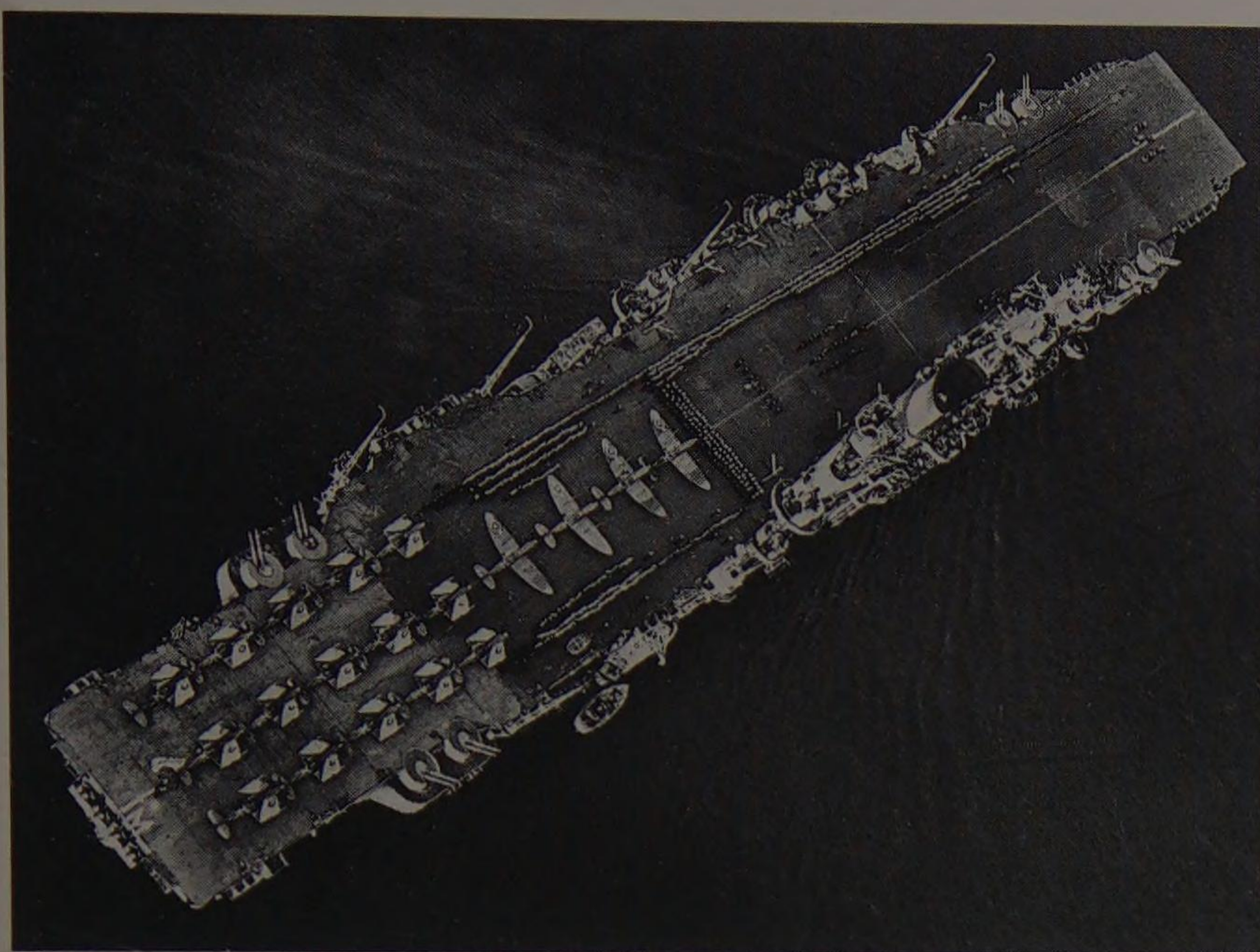


Even prior to completion the reduced aircraft capacity was subject to criticism, so that the design of the fourth ship—the *Indomitable*—was modified to include a lower half-hangar aft; while the final pair—the *Implacable* and *Indefatigable*—were to have full-length lower hangars. In the *Indomitable*, although hangar side armour was reduced from 4½in to 1½in, and the upper hangar height from 16ft to 14ft, to compensate for the additional weight entailed, displacement nevertheless rose by about 1,000 tons; and only the after lift could serve the lower hangar. As a matter of interest the original hangar, which had a height of 16ft, was cut in half to become the lower hangar.

The design was recast for the last pair to incorporate a 2-storied hangar, and the machinery was arranged on the unit system which necessitated four shafts, so that installed power was raised by one-third. At first the lower hangar was to have a height of 16ft, and the upper hangar 14ft; but the lesser height was finally adopted for both hangar decks; and this later prevented them from embarking Corsair fighter aircraft. Although the hull was lengthened slightly, it proved impossible to accommodate the additional complement and store rooms involved for the increased number of aircraft borne, plus manning an extra boiler room and engine room, so that the fore part of the lower hangar had to be taken over as crew space. Therefore, these ships emerged generally similar to the *Indomitable* with only a lower half-hangar served by the after lift. Principally because of the armoured flight deck, and its substantial supporting structure, the whole class could operate aircraft up to 20,000lb/9 tons in weight, which was well in advance of naval aircraft weights at the time.

All units of this class were under construction at the outbreak of the Second World War; and while the first four were completed during 1940/41, the last pair were subject to periods of suspension, and did not finally enter service until 1944. Except for the addition of AW.286 and AR.285 RDF (to the HA.DCTs) the first four were largely completed as designed; and only the *Indomitable* shipped the Mk. 5 HA.DCTs, while the others shipped the ear-

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 13/1/37							
87	ILLUSTRIOUS	Vickers-Armstrong (Barrow)	Vickers-Armstrong (Barrow)	27. 4.37	5. 4.39	25. 5.40	Sold Shipbreaking Industries .../56, arrived Faslane 3/11/56 for scrapping.
38	VICTORIOUS	Vickers-Armstrong (Walker)	Parsons (Wallsend)	4. 5.37	14. 9.39	15. 5.41	Sold Shipbreaking Industries .../69, arrived Faslane 13/7/69 for scrapping.
Ordered 19/3/37							
67	FORMIDABLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	17. 6.37	17. 8.39	24.11.40	Sold T W Ward .../53, arrived Inverkeithing 12/5/53 for scrapping.
Ordered 6/7/37							
92	INDOMITABLE	Vickers-Armstrong (Barrow)	Vickers-Armstrong (Barrow)	10.11.37	26. 3.40	10.10.41	Sold T W Ward 13/5/53, arrived Inverkeithing 11/11/53 for scrapping.
Ordered 11/10/38							
86	IMPLACABLE	Fairfield (Govan)	Fairfield (Govan)	21. 3.39	10.12.42	28. 8.44	Sold T W Ward .../55, arrived Inverkeithing 1/11/55 for scrapping.
Ordered 19/6/39							
10	INDEFATIGABLE	J Brown (Clydebank)	J Brown (Clydebank)	3.11.39	8.12.42	3. 5.44	Sold Arnott Young .../56, arrived Dalmuir 4/11/56 for stripping & Troon .../57 for scrapping.



Above: Overhead view of the *Implacable* in 1945. (IWM)

lier Mk. 4 models. The HA.DCTs were quadrantally disposed on the sides of the flight deck, each close to its group of 4.5in guns, except for the starboard forward unit which was mounted on the bridge.

War modifications were generally limited to augmenting the light AA armament by the addition of 20mm guns. These were mounted all round the flight deck (forward, along each side, and aft); and on the island superstructure, usually on the outboard side. Towards the close of the war the *Illustrious* mounted forty 20mm AA (18×2/4×1) disposed as follows: two (2×1) at the fore end of the flight deck, eighteen (9×2) on the island, six (3×2) on the port side amidships, eight (4×2) at the aft end of the flight deck, and six (2×2/2×1) across the stern. In addition, RDF-fitted directors were provided for each multiple 2pdr AA mounting: five on the island, and one on the port side. By the end of the war the first and second groups mounted:—

Illustrious: Sixteen 4.5in, forty 2pdr, three 40mm, fifty-two 20mm guns;

Victorious: Sixteen 4.5in, forty 2pdr, twenty-one 40mm, forty-five 20mm guns;

Formidable: Sixteen 4.5in, forty-eight 2pdr, twelve 40mm, thirty-four 20mm guns; and

Indomitable: Sixteen 4.5in, forty-eight 2pdr, twenty-five 40mm, thirty-six 20mm guns.

The combination of a permanent deck park and outriggers enabled the first group to increase their aircraft capacity to 52/54, while the capacity of the second group was increased to 56 aircraft.

The AA arrangements were slightly altered in the third group. Like the *Indomitable* they were provided with Mk. 5 HA.DCTs, but the unit over the bridge was re-positioned on the flight deck forward, while an additional unit was fitted abaft the funnel; and the aftmost multiple 2pdr mounting was moved to the port side. RDF-fitted directors were provided for each multiple 2pdr in close proximity to the mounting. The 20mm AA guns were disposed: four (4×1) at the fore end of the flight deck; two (1×2) on the starboard side forward, and four (2×2) on the port side amidships; eight (4×2) abaft the funnel, and seven (*Implacable* 3×2 & 1×1)/ten (*Indefatigable* 4×2 & 2×1) on the outboard side of the island; eight (4×2) at the aft end, and four (4×1) across the stern. By the end of the war the third group mounted:—

Implacable: Sixteen 4.5in, fifty-two 2pdr, four 40mm, fifty-one 20mm guns; and

Indefatigable: Sixteen 4.5in, forty-four 2pdr, ten 40mm, forty 20mm guns.

As with the earlier groups aircraft capacity was increased, by the use of deck parks and outriggers, so that they were able to operate 81 aircraft. While all units had a tripod foremast, the last pair could be further distinguished as they had a light tripod instead of the pole mainmast in the four earlier ships.

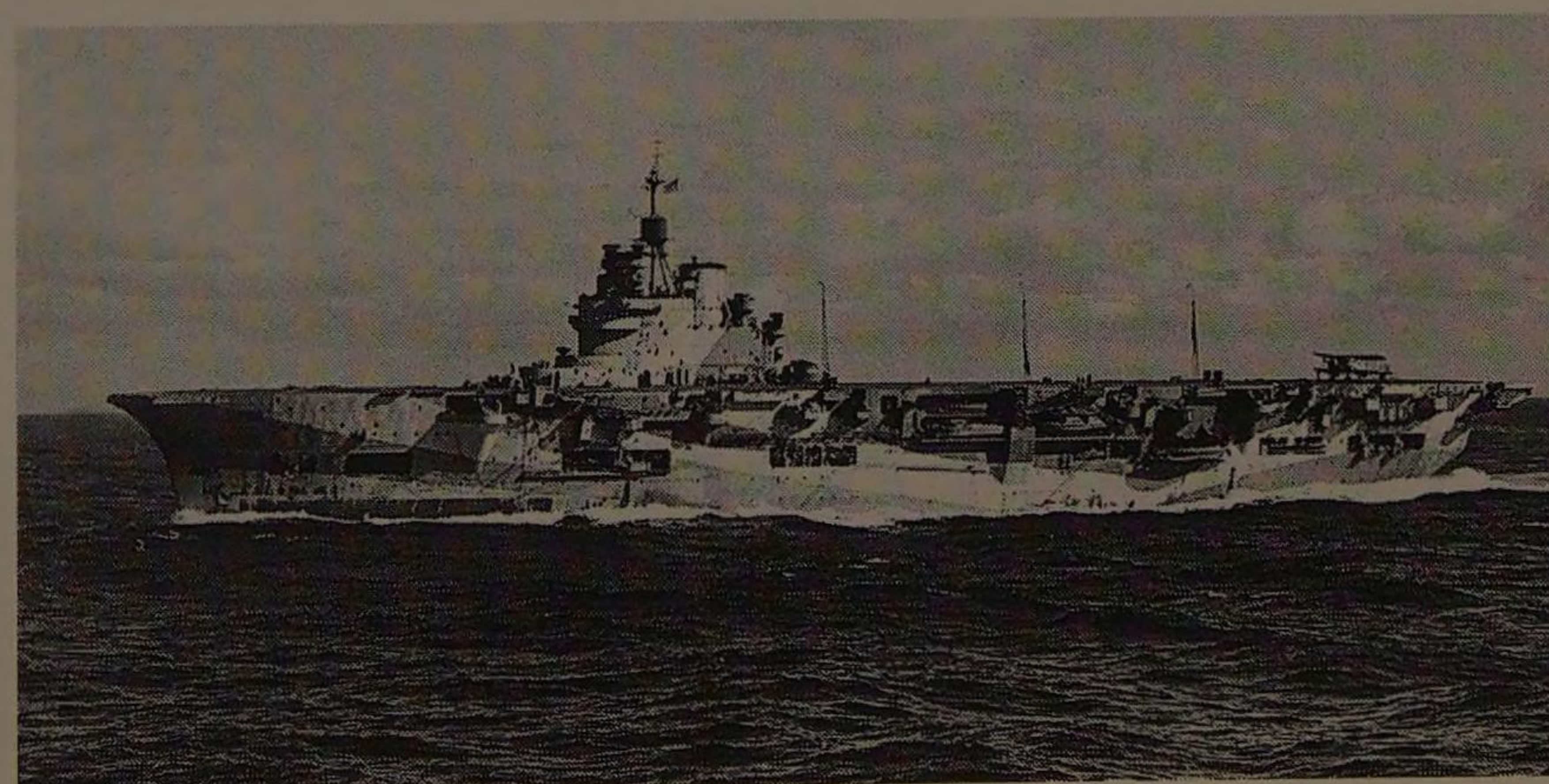
War experience amply justified the concept of the armoured carrier, and as was correctly envisaged they were subjected to heavy attack by land-based aircraft in the narrow waters of the Mediterranean. In 1941 the *Illustrious* survived eight hits by 1,100lb and 2,200lb bombs, which put her out of action for nearly one year; and amply demonstrated the ability of the class to absorb damage. Later, the *Formidable* was hit by two 2,200lb bombs, and the *Indomitable* by two 1,100lb bombs; but both were back in service in six months. During April/May 1945 all six were hit by *kamikaze* aircraft in the Pacific theatre; *Illustrious* and *Indomitable* continued to operate aircraft, the *Formidable* was out of action for a few hours, while the other three were all repaired in one month. When new carrier construction was later approved, the Admiralty had no hesitation in ordering further armoured carriers.

Admiralty type: UNICORN.

This ship was designed to maintain and repair aircraft in the same manner as depot ships served the destroyer and submarine flotillas. She was provided with a flight deck so that aircraft could fly on and off, and a catapult for launching aircraft when at anchor; while aircraft that were unable to fly were ferried by small aircraft transports between their parent ship and the *Unicorn*, and were hoisted aboard by crane. So that all types of aircraft could be handled, including the amphibians and seaplanes borne by battleships and cruisers, the hangar height was made 16½ft.

In general, the layout followed that of an aircraft carrier, but with improved workshop facilities, and provision for a wide range of stores; and reductions in speed, protection, and armament could be effected in view of the support role. Aircraft received aboard were struck down in either the upper or lower hangar, where the necessary work was undertaken; and the lifts had to be sized to accommodate all types of aircraft, and were correspondingly large for the size of ship.

Like many other major warships the construction of the *Unicorn* was subject to periods of suspension, so that she did not enter service until 1943; and was then used operationally until the end of the year, when she reverted to her designed role. Additional duties she occasionally carried out were to



Right, upper and lower: For brief periods in 1943 and 1945 the maintenance carrier *Unicorn* was used as an operational unit. (IWM)

act as an aircraft transport, and as a ferry carrier of replacement aircraft for the fleet carriers.

The *Unicorn* proved such a useful unit in supporting the British carrier squadron in the Pacific that two light fleet carriers were similarly converted (q.v.). Although a lighter AA armament was shipped than in the fleet carriers it was, nevertheless, on an adequate scale for her size and role. Two HA.DCTs—both fitted with AR.285 RDF—were mounted on the island for controlling the 4in AA guns, and there were individual directors—also RDF-fitted—for each multiple 2pdr AA mounting; while AW.290 RDF was carried at the head of the tripod mast. War additions to the armament, the provision of RDF, extra complement, etc. resulted in an increase of her designed displacement of 14,750 tons.

UNICORN: LEGEND PARTICULARS

Displacement: 16,510 tons (20,300 tons full load).
Dimensions: 545 (pp)/640 (oa) × 90¼ × ...d/19 (23 full load) feet.
Machinery: Four Admiralty 3-drum boilers (400lb/in²), two shafts, Parsons SR geared turbines SHP 40,000 = 24 knots (22 knots full load).
Bunkers & radius: O.F. 3,500 tons,nm @ ...k. Petrol 36,000 gallons.
Protection: Flight deck 2in. Magazine box citadels forward & aft 3in (sides)/2in (ends)/2in (crowns). Longitudinal bulkheads 1½in.
Armament: Eight 4in AA (4×2), twelve 2pdr AA (3×4), twelve 20mm AA (2×2/8×1) guns; thirty-six aircraft & one catapult.
Complement: 1,000 (war ... + ...).

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 14/4/39							
I.72	UNICORN	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	29. 6.39	20.11.41	12. 3.43	Sold Arnott Young .../59, arrived Dalmuir 15/6/59 for stripping & Troon 30/3/60 for scrapping.

“Ark Royal” class: AFRICA, ARK ROYAL, AUDA-CIOUS, EAGLE.

In 1940 an initial draft was prepared for an improved *Implacable* design, but with more urgent priorities in other categories nothing further was contemplated at the time with regard to new construction. The six units of the “Illustrious” class were all building, and resources were already stretched to equip them, and provide them with the requisite aircraft and aircrew.

Following the Japanese entry into the war, however, attention was once more directed towards carrier construction, and by early 1942 a completely fresh design had been prepared incorporating war experience to date. This provided for a 2-storied armoured hangar, each storey with a height of 14½ft, improved sub-division and underwater protection, thicker flight deck armour, and a capability to operate heavier aircraft, and with speed maintained at 31 knots the displacement was in excess of 30,000 tons.

It was realised that with the Royal Navy completely dependent on American aircraft hangar height would have to be raised to 17½ft to accommodate them, and as this entailed increasing the hull depth by 6ft further major re-design followed. As a result beam was increased enabling the underwater protection to be improved, the hangar widened, and bunker capacity enlarged, with a corresponding rise in displacement. The original provision was to

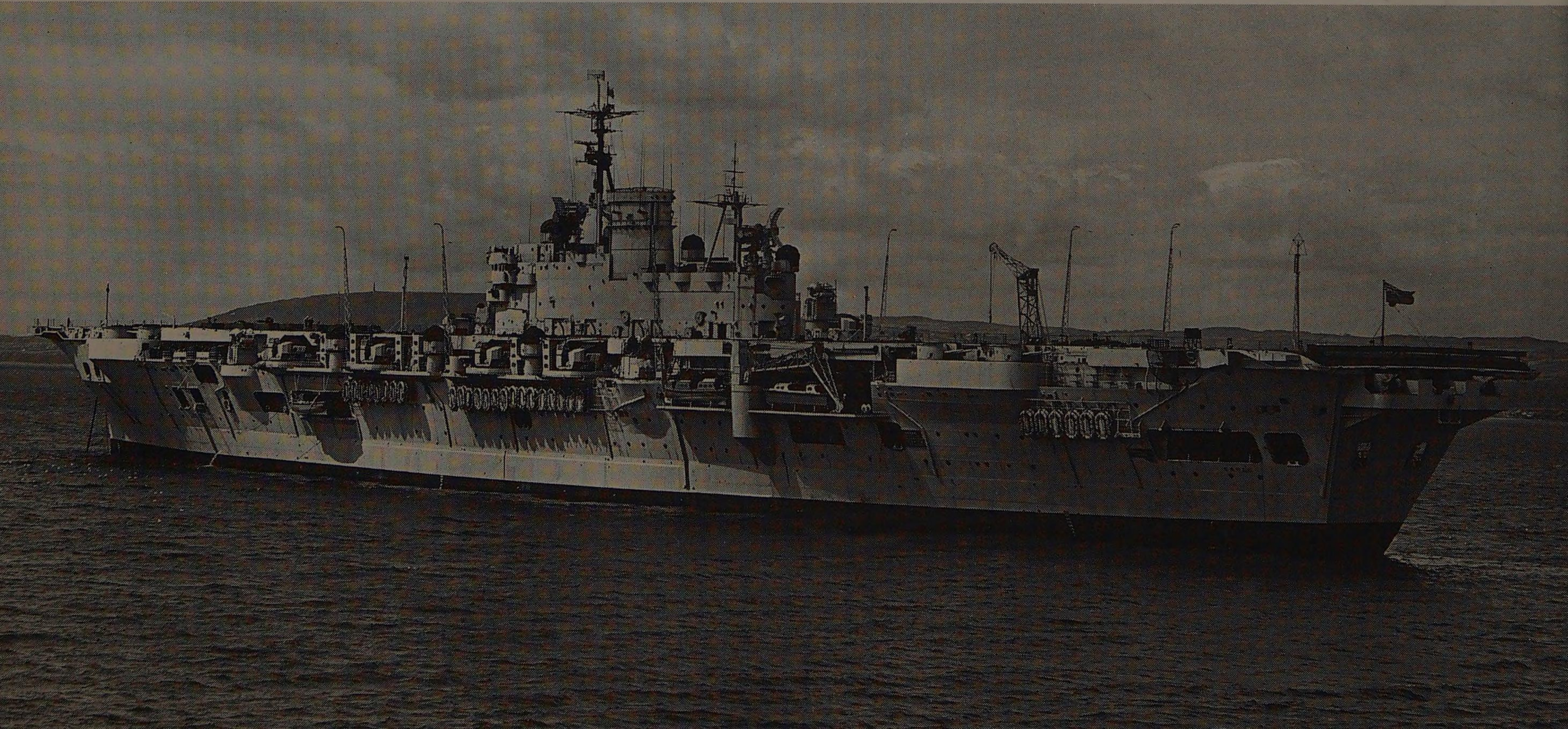
“ARK ROYAL” CLASS: LEGEND PARTICULARS

Displacement 36,800 tons (45,270 tons full load).
Dimensions: 720 (pp)/803¾ (oa) × 112¾ × ...d/33¼ (36 full load) feet. FD 800 × 112 feet.
Machinery: Eight Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 152,000 = 32 knots (30½ knots full load).
Bunkers & radius: O.F. 5,500 tons,nm @ ...k. Petrol 1,500 tons/103,300 gallons..
Protection: Main belt (amid) 4½in closed by 2½in bulkheads. Funnel casings and uptakes ...in. Hangar sides 1½in closed by bulkheads 2½in. Flight deck 4in + 1in (over hangar)/1½in (outside hangar), lower hangar deck 2½in (between hangar and ship’s side)/1½in (ends outside hangar), lower deck aft 3in (over steering gear). Magazine box citadels forward & aft 4½ (sides)/2in (ends)/3in (crowns). Longitudinal bulkheads 1½in.
Armament: Sixteen 4.5in DP (8×2), sixty-one 40mm AA (8×6/2×2/9×1) guns; one hundred aircraft & two catapults.
Complement: 2,250 (war 2,750).

stow 78 aircraft, but by adopting deck parking this was increased to about 100, so that additional accommodation and store space was required.

Flight deck arrangements included two catapults, six barriers, and eight double arrester wires for operating aircraft up to 30,000lb/13½ tons in weight; and while two centre-line lifts were installed there was a proposal to add a third deck edge lift.

Below: The *Eagle* as completed with axial flight deck. (Admiralty)

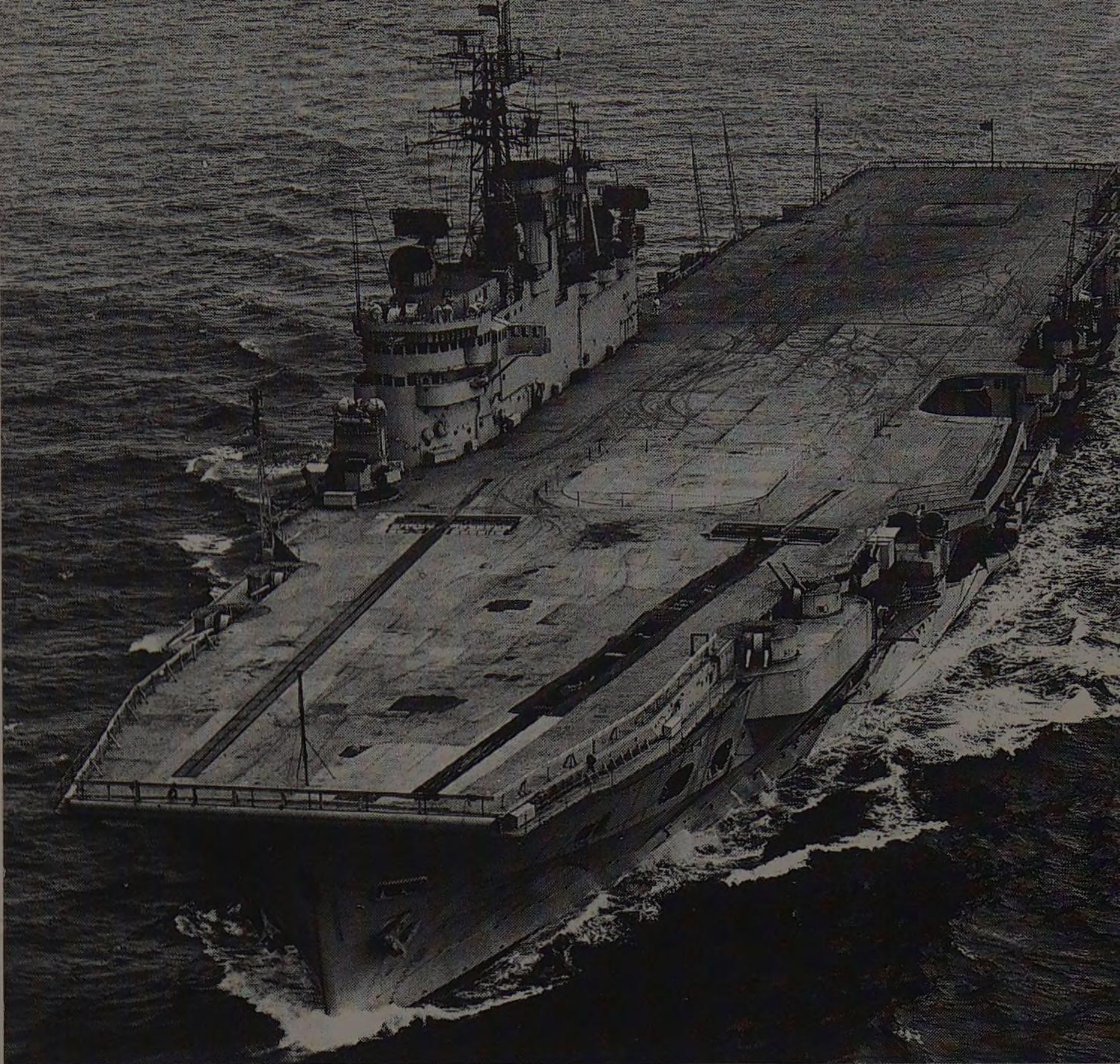


Right: The *Ark Royal* as completed with axial flight deck; she had a deck-edge lift amidships on the port side (C. E. Brown)

Machinery and protection generally followed the arrangements in the *Implacable*, with the boiler rooms and engine rooms alternated on the unit system. Up to this time aircraft fuel had been stowed in cylindrical tanks divorced from the hull structure, and surrounded by sea water; but with the much larger quantities now required to be carried the American system was adopted of using hull structural tanks surrounded by sea water, although it was considered slightly less safe, especially from underwater explosion.

The heavy AA armament remained unaltered with sixteen 4.5in DP guns controlled by four Mk. 5 HA/LA DCTs: one at each end of the island, and two on the port side. The light AA armament was considerably improved from the sixty 20mm guns originally contemplated, and was composed solely of 40mm guns. Multiple 6-barrelled mountings were sited forward and aft of the island, with two more on the starboard side aft, and four more along the port side: each controlled by an American pattern Mk. 37 HA.DCT; two twin mountings were placed across the flight deck at the stern, and there were six single mountings on the island around the funnel, and three more on the port side forward. Thus, 12 DCTs controlling 64 guns provided long and close-range air defence, supplemented by nine guns in local control: it was a high standard by any comparison.

Although the ships were laid down in 1942/43 little progress had been made by the close of the war, when construction was halted so that the design could be again updated to incorporate the sum total of war experience. When it is realised that between 1940 and 1945 the ratios between ship’s complement and aircraft had increased from 31 to 36½, squadron complement to aircraft from 14 to 16, and displacement to aircraft from 550 tons to 700 tons, the problems involved can be better appreciated. As the *Africa* had not been laid down, and the *Eagle* (ii) was the least advanced, they were can-



celled; but to perpetuate the latter’s name the *Audacious* was renamed. As completed the *Eagle* (iii) did not differ greatly from the war design, but the *Ark Royal* (ii) incorporated many post-war features. As a matter of long-term financial planning it was regrettable that the cancelled ships—including those of the “Hermes” class—were not completed, instead of spending the large amounts involved on updating the “Illustrious” class.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 19/3/42							
91	IRRESISTIBLE	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	3. 5.43	3. 5.50	25. 2.55	ARK ROYAL (ii) (19.); sold
Ordered 19/5/42							
D.29	AUDACIOUS	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	24.10.42	19. 3.46	1.10.51	EAGLE (iii) (1945); sold
Ordered 4/8/42							
94	EAGLE (ii)	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	43	.....	.....	Cancelled .././45 & scrapped on slip.
Ordered 12/7/43							
D.06	AFRICA	Fairfield (Govan)	Fairfield (Govan)	43	.....	.....	Cancelled ../10/45 & scrapped on slip.

“Colossus” class: COLOSSUS, GLORY, OCEAN, †PERSEUS, ‡PIONEER, *THESEUS, *TRIUMPH, VENERABLE, VENGEANCE, *WARRIOR.

As the construction of the large fleet carriers could only be undertaken by a few specialised shipyards, and was beset by production difficulties in supplying twin 4.5in turrets, fire control equipment, armour, etc., it was decided to build smaller unarmoured carriers—able to operate aircraft of up to 20,000lb in weight—which could be completed more rapidly.

The hull up to the waterline was constructed to the rules of Lloyd’s Register, enabling the work to be carried out by builders (or the mercantile divisions of naval builders) which did not normally undertake major naval construction; and by accepting a speed of 23 knots in the deep condition standard destroyer machinery driving twin shafts could be installed. To provide greater resistance to damage the machinery was arranged *en echelon* with the boiler rooms and engine rooms placed abreast, but diagonally opposed: the forward boiler room being to port, and the after one to starboard.

Only a 1-storied hangar was provided, but its height was maintained at 17½ft; and it was linked to the flight deck by two lifts. Solely a light AA

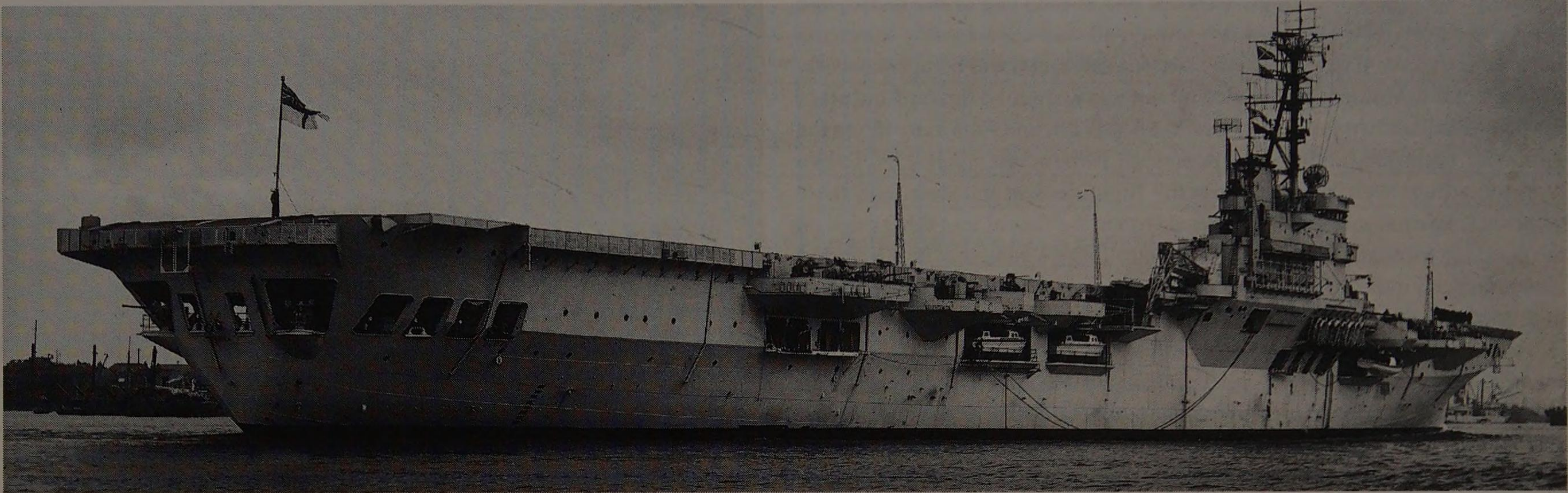
“COLOSSUS” CLASS: LEGEND PARTICULARS

- Displacement:** 13,190 tons (18,040 tons full load) except * 13,350 tons (18,200 tons full load) and † 12,265 tons (16,500 tons full load) and ‡ 12,000 tons (16,500 tons).
- Dimensions:** 630 (pp)/695 (oa) × 80¼ × ...d/18½ (23½ full load) feet. FD 690 × 80 feet.
- Machinery:** Four Admiralty 3-drum boilers (400lb/in²), two shafts, Parsons SR geared turbines SHP 40,000 = 25 (23 full load) knots.
- Bunkers & radius:** O.F. 3,196 tons + 284 tons D.O., 12,000/6,200nm @ 14/23k. Petrol 98,600 gallons.
- Armament:** Twenty-four 2pdr AA (6×4), twenty-one 40mm AA (21×1) except †‡ sixteen 2pdr AA (4×4), twelve 20mm AA (12×1) guns; forty-eight except †‡ nil aircraft & one catapult.
- Complement:** 854 (ship) + 222 (air wing) (war ... + ...).

armament was proposed, as it was readily available; and comprised multiple 2pdr AA mountings, and twin and single 20mm AA guns, but the latter were all replaced by single 40mm guns. The multiple 2pdr mountings—each with its individual RDF-fitted director—were disposed one forward and one aft

of the island, and the remaining four quadrantly along the sides of the flight deck; where the 40mm guns were also mounted: eight to starboard, eleven to port, and two at the stern.

Two units, the *Perseus* and *Pioneer*, were converted while building to aircraft maintenance carriers, but unlike the earlier *Unicorn* they surrendered their capability to operate aircraft in the process. Two large deckhouses were added on the flight deck: one abreast the island, and the other at the stern. Aircraft had to be hoisted aboard, and were then transferred by lift—both were retained—to the hangar below. The armament was mounted on the flight deck—as there was no necessity to provide the normal catwalk and sponsons along the sides—and on the superstructure.



Above: Bow view of the *Colossus* (top), and quarter view of the *Ocean* (above) as completed. (Wright & Logan)
Below, left and right: The *Pioneer* was completed as a maintenance carrier,

and was rigged with sheerlegs forward of the bridge for hoisting aircraft aboard. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 14/3/42							
15	COLOSSUS	Vickers-Armstrong (Walker)	Parsons (Wallsend)	1. 6. 42	30. 9.43	16.12.44	French Navy ARROMANCHES (1946); sold
51	EDGAR	Vickers-Armstrong (Walker)	Vickers-Armstrong (Barrow)	1. 6.42	26. 3.44	19.10.45	PERSEUS (1944); sold Smith & Houston .././58, arrived Port Glasgow 6/5/58 for scrapping.
62	GLORY	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	28. 8.42	27.11.43	2. 4.45	Sold T W Ward .././61, arrived Inverkeithing 23/8/61 for scrapping.
Ordered 7/8/42							
76	MARS (i) ex-Ethalion	Vickers-Armstrong (Barrow)	Vickers-Armstrong (Barrow)	2.12.42	20. 5.44	8. 2.45	PIONEER (1944); sold T W Ward .././54, arrived Inverkeithing ../9/54 for scrapping.
68	OCEAN	Stephen (Linthouse)	Stephen (Linthouse)	8.11.42	8. 7.44	30. 6.45	Sold Shipbreaking Industries .././62, arrived Faslane 6/5/62 for scrapping.
64	THESEUS	Fairfield (Govan)	Fairfield (Govan)	6. 1.43	6. 7.44	9. 1.46	Sold T W Ward .././62, arrived Inverkeithing 29/5/62 for scrapping.
16	TRIUMPH	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	27. 1.43	2.10.44	9. 4.46	Heavy repair ship (1964); sold
04	VENERABLE	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	3.12.42	30.12.43	17. 1.45	RNethN KAREL DOORMAN (1948), Argentinian Navy 25 DE MAYO (1968)
71	VENGEANCE	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	16.11.42	23. 2.44	15. 1.45	RAN (1952/55), Brazilian Navy MINAS GERAIS (1957).
31	WARRIOR ex-Brave	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	12.12.42	20. 5.44	24. 1.46	RCN (1946/48), Argentinian Navy INDEPENDENCIA (1958); sold

“Majestic” class: HERCULES, LEVIATHAN, MAGNIFICENT, MAJESTIC, POWERFUL, TERRIBLE.

These units—which originally belonged to the “Colossus” class—were modified to operate heavier aircraft, and the flight deck and associated fittings were strengthened accordingly. In addition, the light AA armament was made uniform by replacing the multiple 2pdr with twin 40mm mountings, while



“MAJESTIC” CLASS: LEGEND PARTICULARS

- Displacement:** 15,700 tons (19,500 tons full load).
- Dimensions:** 630 (pp)/695 (oa) × 80¼ × ...d/21 (26 full load) feet. FD 690 × 106 feet.
- Machinery:** Four Admiralty 3-drum boilers (400lb/in²), two shafts, Parsons SR geared turbines SHP 40,000 = 24½ knots (23 knots full load).
- Bunkers & radius:** O.F. 3,200 tons, 12,000/6,200nm @ 14/23 knots. Petrol 75,000 gallons.
- Armament:** Thirty-two 40mm AA (6×2/20×1) guns; forty-eight aircraft & one catapult.
- Complement:** 1,100 (war 1,300).

one less 40mm gun was mounted on the port side. RDF-fitted directors were provided for each twin 40mm AA mounting.
All construction was suspended on the termination of hostilities; but five were later completed for the Dominion navies, while the *Leviathan* was never completed, and was scrapped incomplete.

Left: Externally there was little difference between the *Magnificent* and the preceding “Colossus” class except that she shipped twin 40mm AA in place of the multiple 2pdr AA mountings of the latter. (Admiralty)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 7/8/42							
49	HERCULES	Vickers-Armstrong (Walker)	Parsons (Wallsend)	14.10.43	22. 9.45	4. 3.61	Completed Harland & Wolff (Belfast), Indian Navy VIKRANT (1957).
77	MAJESTIC	Vickers-Armstrong (Barrow)	Vickers-Armstrong (Barrow)	13. 4.43	28. 2.45	28.10.55	Suspended 1945/49, RAN MELBOURNE (1955); sold Chinese shipbreaker .../85, left Sydney in tow for Shanghai 27/4/85 for scrapping.
97	LEVIATHAN	Vickers-Armstrong (Walker)	Wallsend Slipway	18.10.43	7. 6.45	.....	Sold incomplete Shipbreaking Industries .../68, arrived Inverkeithing 25/5/68 for scrapping.
Ordered 16/10/42							
21	MAGNIFICENT	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	29. 7.43	16.11.44	7. 4.48	RCN (1946/57); sold Shipbreaking Industries .../65, arrived Faslane 12/7/65 for scrapping
95	POWERFUL	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	27.11.43	27. 2.45	17. 1.57	RCN BONAVENTURE (1952); sold Taiwanese shipbreaker .../..., arrived Taiwan .../71 for scrapping.
Ordered 7/12/42							
93	TERRIBLE	Devonport Dockyard	Parsons (Wallsend)	19. 4.43	30. 9.44	5.10.48	RAN SYDNEY (1948), troop transport (1962); sold South Korean shipbreaker .../75, left Sydney in tow 23/12/75 for scrapping.

“Hermes” class: ALBION, ARROGANT, BULWARK, CENTAUR, ELEPHANT, HERMES, MONMOUTH, POLYPHEMUS.

The “Colossus”/“Majestic” class were regarded as wartime expedients, deficient in speed and underwater protection, which would probably be sold-out post-war for commercial use; therefore in the follow-up “Hermes” class installed power was doubled to secure higher speed, and protection and subdivision were improved on a relatively modest increase in displacement.
It was originally intended to arm them with eight 4.5in DP (4×2) guns, but it was finally decided to mount only a light AA armament of 40mm guns comprising two 6-barrelled mountings forward and aft of the island, two twin mountings and two single guns along the edge of the flight deck to starboard, six twin mountings to port, and two single guns across the stern. A Mk. 37 HA.DCT was provided for each multiple and twin mounting: ten in all. As a result close air defence was exceptionally good, and on a par with the “Ark Royal” class despite the smaller number of guns. Aircraft up to 30,000lb in weight could be operated from the flight deck, which was linked by two lifts to the hangar below.

Right: The *Centaur* was the only unit of the class completed to the original design with an axial flight deck, which enabled a powerful light AA armament to be mounted on the port side amidships. This battery had to be taken out to accommodate the angled deck that was later fitted. (Wright & Logan)

“HERMES” CLASS: LEGEND PARTICULARS

- Displacement:** 18,310 tons (25,760 tons).
- Dimensions:** 650 (pp)/737 (oa) × 90 × ...d/22 (24¾ full load) feet. FD 733 × 103 feet.
- Machinery:** Four Admiralty 3-drum boilers (400lb/in²), four shafts, Parsons SR geared turbines SHP 80,000 = 29½ knots (27 knots full load).
- Bunkers & radius:** O.F. 3,500 tons,nm @ ...k. Petrol 100,000 gallons.
- Protection:** Flight deck 1/2in, hangar deck (amid) and main deck (ends) ..in. Funnel casing & uptakes 1in. Longitudinal bulkheads ..in
- Armament:** Thirty-two 40mm AA (2×6/8×2/4×1) guns; fifty aircraft & two catapults.
- Complement:** 1,028 (ship) + 302/362 (air wing) (war ... +...).



In many respects they were similar to the Japanese “Amagi” class, whose design was cast a little earlier. On a displacement of 17,150 tons, the *Amagi* could make 34 knots with 152,000 SHP, was armed with twelve 5in DP (6×2) and fifty-one 25mm AA (17×3) guns, and could accommodate 65 aircraft. The American “Independence” class—converted from cruiser hulls—were only 11,000 tons, but could steam at 32 knots, and stow 45 aircraft.

At the termination of hostilities the last four ships were cancelled, but in order to perpetuate the name *Hermes* the *Elephant* was renamed. Of the earlier four only the *Centaur* was completed close to the original design, while the other three were considerably modified to incorporate post-war development.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 12/7/43							
08	ALBION	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	23. 3.44	6. 5.47	26. 5.44	Assault ship (1962); sold Shipbreaking Industries 12/11/73, arrived Faslane 20/22/73 for scrapping.
34	BULWARK	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	10. 5.45	22. 6.48	4.11.54	Assault ship (1960); sold
39	CENTAUR	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	30. 5.44	22. 4.47	1. 9.53	Sold
61	ELEPHANT	Vickers-Armstrong (Barrow)	Vickers-Armstrong (Barrow)	21. 6.44	16. 2.53	18.11.59	HERMES (iii) (1945), Indian Navy VIRAAT (1986).
14	ARROGANT	Swan Hunter & Wig-ham Richardson (Wallsend)	.....	.....	.....	.....	Cancelled .././45.
.....	HERMES (ii)	Cammell Laird (Birk-enhead)	.....	.....	.....	.....	Cancelled ../10/45.
96	MONMOUTH	Fairfield (Govan)	.....	.....	.....	.....	Cancelled ../10/45.
Ordered 11/8/43							
57	POLYPHEMUS	Devonport Dockyard	.....	.....	.....	.....	Cancelled ../10/45.

“Malta” class: GIBRALTAR, MALTA, NEW ZEALAND.

This was the final war-programmed design for a fleet carrier, and emphasised the trend—evident in all categories of warships—for a marked rise in size to incorporate the many technical advances that had been made under the stimulus of war. The problem was especially acute with carriers as aircraft showed the same trend as their parent vessels for increased size, but to a greater extent. In brief, the class was to have everything: improved machinery, greater speed, a larger radius of action, electrical output increased to 6,000kW with more diesel-generator sets, improved underwater protection, better damage control facilities, larger aircraft, etc. than the preceding “Ark Royal” class.

Many designs with open and unarmoured hangars, and closed and armoured hangars, were examined; and as the overriding operational requirement was for the greatest number of aircraft the former alternative was finally adopted, with an intervening deck between the hangar roof and the flight deck. Only splinter protection was applied to the flight deck; but an armoured citadel was placed around the machinery spaces, the petrol stowage compartments, and the air weapons magazines amidships. There were thinner extensions of the main belt forward and aft to provide a protective umbrella for the citadel, and three longitudinal bulkheads provided underwater protection. Separate box citadels were arranged forward and aft for the HA magazines, and an armoured deck provided over the steering gear.

The flight deck was designed to operate 30,000lb/13½-ton aircraft, and was provided with two centre-line and two deck-edge lifts to the hangars below. A feature of the whole air arrangements was to speed flying operations, so that aircraft could be recovered and launched with celerity; as it was well appreciated that a carrier’s effectiveness depended on keeping its aircraft airborne. Although long-range air defence looked more to the fighter

“MALTA” CLASS: LEGEND PARTICULARS

Displacement: 46,900 tons (56,800 tons full load).
Dimensions: 820 (pp)/916½ (oa) × 115¾ × ...d/29½ (34½ full load) feet. FD 909 × 136 feet.
Machinery: Eight Admiralty 3-drum boilers (...lb/in²), four shafts, Parsons SR geared turbines SHP 200,000 = 33 knots (32 knots full load).
Bunkers & radius: O.F. 6,000 tons,nm @ ...k. Petrol 2,000 tons
Protection: Main belt 1½in (fwd)/4½ (amid)/1½in (aft) closed by 2½in bulkheads. Funnel casing and uptakes ...in. Flight deck 1in, upper deck (centre strakes) and middle deck (side strakes) 2½in. Fwd & aft box citadels 1–2in (crown)/3in (sides)/2in (ends). Lower deck aft 3in (over steering gear) closed by 3in bulkheads. Longitudinal bulkheads 1½in.
Armament: Sixteen 4·5in DP (8×2), fifty-five 40mm AA (6×8/7×1) guns; eighty-one aircraft & two catapults.
Complement: 2,780 (war 3,520).

aircraft embarked—so that extensive AW.RDF and fighter direction facilities were required—than to gunfire, both a heavy and light AA armament was required to deal with attacking aircraft that broke through the fighter screen. While the twin 4·5in turrets were quadrantly disposed, the multiple 40mm mountings were on sponsons amidships (to port only), aft, and across the stern at upper deck level. There were four HA/LA.DCTs—each fitted with AR.RDF—to control the 4·5in guns, together with four barrage directors; and each multiple 40mm mounting had its individual Mk. 37 HA.DCT in close proximity. The RDF fit was exceptionally complete with long-range AW, two GW, SW, and height-finding sets; and a unique feature was splitting the island structure into two blocks.

By the close of the war only the *Malta* had been laid down, but she and the two other ships were cancelled soon afterwards: an inauspicious end to the most advanced carriers of their day.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 15/7/43							
D.68	GIBRALTAR	Vickers-Armstrong (Barrow)	.....	.....	.....	.....	Cancelled ../10/45.
D.93	MALTA	J Brown (Clydebank)	.....	.....	.....	.....	Cancelled ../10/45
D.96	NEW ZEALAND	Cammell Laird (Birk-enhead)	.....	.....	.....	.....	Cancelled ../2/46.

Seaplane Carriers and Escort Carriers

Pre-war the greatest threat to trade was seen as the surface raider; and despite the carnage of the First World War there was less appreciation of the submarine menace, and a new element: the long-range bomber. With regard to the former undue confidence was placed in Asdic; while the extreme claims of air protagonists had resulted in a naval “anti-air” reaction, and an unbalanced rejection of most air claims.

As early as 1936 trade-route carriers had been proposed; but the main objections to them were that their slow speed would not enable them to combine with fleet units, and that they would be single-purpose ships confined only to escort work. Later war experience showed the fallacy of those views, and re-established the protection of trade as the prime naval function. Financial stringency, however, compelled the trade-route carrier to be dropped in favour of fleet carriers; and there was not the remotest chance of having both.

Following the outbreak of war Germany immediately mounted air and submarine attacks against trade with the limited means at her disposal, but by mid-1940 the situation had drastically altered. Germany had overrun most of Western Europe, and could attack merchant shipping from an extended Atlantic seaboard which ran from the North Cape to the Bay of Biscay. Added to this, Allied arms had suffered a severe reverse with the French surrender, and with Italy joining her Axis partner Mediterranean naval strength had to be augmented to the detriment of other theatres. Therefore, by the end of the year Axis forces were favourably poised for an all-out attack on trade, which diminished Allied naval strength could only view with considerable apprehension.

Among the many measures introduced during the following year (1941) to halt the slaughter on the trade routes were the fighter catapult ship (FCS), the catapult merchant ship (CAM), and the trade-route carrier (now referred to as an escort carrier). When the escort carrier was again proposed it was initially turned down on the grounds that mercantile hulls could not be spared, and the catapult ship was put forward as an alternative. These ships were fitted with a catapult and a single fighter aircraft with the object of shooting down long-range reconnaissance aircraft that shadowed convoys and kept submarines continuously informed of their position. Once launched the fighter aircraft was irrecoverable, and the choice ultimately facing the pilot was to make land (if within range), or bale out. Whatever the merits of the system it was expensive on aircraft, and supply difficulties were accentuated with spare aircraft having to be held in reserve overseas. This problem could only be resolved by a decked vessel to which aircraft could return, and the decision not to build escort carriers was soon reversed.

Five auxiliary naval vessels and 35 merchant ships were fitted out as catapult ships. All the naval vessels and one merchant ship—the *Michael E*—had a naval fighter aircraft, while for the remainder the Royal Air Force allocated 50 Hurricane fighters, together with 50 more from Canadian production. The naval vessels converted were the veteran seaplane carrier *Pegasus*, the auxiliary AA ship *Springbank*, and the ocean boarding vessels *Ariguani*, *Maplin*, and *Patia*; and the merchant ships fitted-out are listed in the accompanying table. Their entry into service was inauspicious: the *Patia* was sunk before she could even embark her aircraft, and the first CAM ship—the *Michael E*—was sunk before she had an opportunity even to launch her aircraft. To what extent enemy submarines singled-out CAM ships for attack is uncertain; but they certainly suffered heavily, and over one-third were sunk. Nonetheless, they continued in service until 1943, when escort carriers became available in sufficient numbers.

Ironically, the prototype escort carrier was converted from a German mercantile prize—the refrigerated cargo ship *Hanover*—which had her superstructure razed, and an end-to-end flight deck built over the hull. Arrangements were simple: there was no hangar, no lift, no catapult; and the aircraft were permanently parked on the flight deck. For landing-on aircraft had to be moved to the fore end of the flight deck, and conversely moved aft for flying-off; and this considerable amount of manhandling influenced later

CAM ships			
Name (Fate)		Gross/Built	
DAGHESTAN	5,742/21	EMPIRE RAINBOW	6,942/41
DALTON HALL	5,175/41	(torpedoed German submarine U.607 North Atlantic 26/7/42)	
EASTERN CITY	5,236/41	EMPIRE RAY	6,919/41
EMPIRE BURTON	6,966/41	EMPIRE ROWAN	9,462/22
(torpedoed German submarine U.74 east of Greenland 20/9/41)		EMPIRE SHACKLETON	7,068/41
EMPIRE CLIVE	7,069/41	ex- <i>Lochgoil</i> (torpedoed German submarine U.225 North Atlantic 28/12/42)	
EMPIRE DARWIN	6,765/41	EMPIRE SPRAY	7,308/41
EMPIRE DAY	7,242/41	EMPIRE SPRING	6,946/41
EMPIRE DELL	7,065/41	(torpedoed German submarine U.124 North Atlantic 12/5/42)	
(torpedoed German submarine U.129 South Atlantic 11/5/44)		EMPIRE STANLEY	6,942/41
EMPIRE EVE	5,979/41	EMPIRE SUN	6,952/41
EMPIRE FAITH	7,061/41	(torpedoed German submarine U.751 North Atlantic 7/2/42)	
EMPIRE FLAME	7,069/41	EMPIRE TIDE	6,978/41
EMPIRE FOAM	7,047/41	EMPIRE WAVE	7,463/41
EMPIRE FRANKLIN	7,292/41	(torpedoed German submarine U.562 North Atlantic 2/10/41)	
EMPIRE GALE	7,089/41	HELENCREST	5,194/41
EMPIRE HEATH	6,643/41	KAFIRSTAN	7,628/41
(torpedoed German submarine U.129 South Atlantic 11/5/44)		MICHAEL E	7,628/41
EMPIRE HUDSON	7,465/41	(torpedoed German submarine)	
(torpedoed German submarine U.82 east of Greenland 10/9/41)		NOVELIST	6,140/40
EMPIRE LAWRENCE	7,457/41	PRIMROSE HILL	7,628/41
(bombed German aircraft)		(torpedoed German submarine UD.5 North Atlantic 29/10/42)	
EMPIRE MOON	7,472/41	Note: <i>Empire Heath</i> was not fitted as a CAM ship at the time of her loss.	
EMPIRE MORN	7,092/41		
EMPIRE OCEAN	6,765/41		
(wrecked 1½nm east of Shingle Head 5/8/42, salvaged & foundered in tow)			

designs as to the necessity of providing a hangar. In a short-lived career the rudimentary *Audacity* amply proved her worth despite only carrying fighter aircraft; and her success resulted in five hulls being earmarked for conversion to escort carriers in the U.K., while orders for six more were placed in the U.S.A.

The value of the *Audacity* was not lost on the United States Navy, which already had two mercantile conversions in hand. They retained the first unit, but transferred the second one to the Royal Navy. The first five American-built escort carriers were converted from completed mercantile hulls; but an incomplete hull was allocated for the sixth one, which enabled additional refinement to be worked-in. Unlike *Audacity* they were equipped with both fighter and anti-submarine aircraft, so that their overall usefulness was much increased. Up to the entry of the escort carriers into service A/S air patrols—with few exceptions—had been undertaken by shore-based aircraft, but even the long-range versions could not provide complete cover across the whole of the Atlantic. Consequently, there was a mid-ocean gap devoid of air cover which German submarines were not slow to exploit, and in successfully bridging this gap escort carriers provided continuous air cover for Atlantic convoys.

By the close of 1941 the U.S.A. was drawn into the war, as without the formality of a declaration Japan launched a series of simultaneous attacks in South-East Asia, and on the American fleet at Pearl Harbor. One immediate result was to slow the delivery of British Lease/Lend orders placed in the U.S.A. in general, and escort carriers in particular. Again another short-term policy was instituted to relieve the situation, and this resulted in the very

original concept for a merchant aircraft carrier (MAC). By decking over a merchant ship four/six anti-submarine aircraft could be carried with only a slight loss in deadweight capacity; and the ship performed an essential dual function: providing A/S air cover, and the carriage of cargo, with little loss of efficiency in either role. Such conversions, of course, could only be applied to bulk carriers, which could dispense with the normal hatches and derricks of a general cargo ship; and was extended to nine completed oil tankers, and four further tankers and six grain ships under construction. The MACs continued to be manned and operated by mercantile crews, and consequently wore the red ensign, while the air contingent were naval personnel.

Although by the end of 1942 eight escort carriers were in service, the numbers were still woefully short. Of the six ships ordered in the U.S.A., the *Avenger* had already been lost, and the *Charger* had been retained by the United States Navy for training Royal Navy aircrew. The sixth unit, the *Tracker*, became the lead ship of a new class; of which 20 more were built, and were equally allocated between the Royal Navy and the United States Navy.

Once committed to war, the vast potential of American industry was soon geared to war production; and a high priority was allocated to escort carriers. One result was the authorisation of the "Prince William" class, of which only the lead ship was for the United States Navy, while the remaining 23 were earmarked for the Royal Navy. This was construction on a scale never envisaged by the Royal Navy, and naturally no further provision was made to build escort carriers in the U.K. The British-built escort carriers were slightly larger than their American counterparts, and with one exception—the *Pretoria Castle*—were converted from refrigerated ships as they possessed the necessary speed. The *Pretoria Castle* was converted from a passenger liner,

but was too large and too vulnerable for active employment, so that she was principally used for training purposes; and this elaborate conversion was rather a wasted effort.

Frequent mention has been made in earlier sections of RDF, and its vital contribution to sea warfare. In no sphere was this more evident than in escort work, and the fitting of RDF to ships and aircraft considerably enhanced their performance for anti-submarine work. Without RDF a much larger number of ships and aircraft would have been required to achieve the same results, and while not underrating the importance of the materiel aspect, it was RDF that gave the tool its cutting edge.

The crucial year proved to be 1943 when both enemy submarine and Allied countermeasures were reaching the respective peaks in production. The latter finally won the day when they imposed on submarines a rate of loss that could not be made good by new construction, while keeping mercantile losses to within wholly replaceable limits; but it was a close issue that was only decided by a narrow margin. It should, perhaps, be emphasised that escort carriers, together with maritime aircraft, were but a part of that combination of arms that permitted the free passage of Allied trade. If the escort carriers' contribution was considered vital, then it was no more so than that of other elements, and the end result was a collective victory.

With reduced trade commitments from 1944 escort carriers were frequently called upon to operate with fleet units for offensive operations, when they embarked aircraft appropriate for their particular role; and were also used to transport aircraft in all theatres. They completely disproved the pre-war objection that they were single-purpose ships, and even had they only been confined to escort work they would have justified their inception.

Seaplane carrier: PEGASUS.

Prior to the outbreak of the First World War mainly experimental work had been conducted in launching seaplanes from trolleys running along portable tracks erected on old battleships, and the first tentative steps to provide the fleet with an aircraft-carrying vessel was in 1913 when the second class protected cruiser *Hermes* was fitted to carry four seaplanes. They had to be hoisted-out for a water take-off, and similarly recovered after landing.

In 1914 a collier under construction was purchased and modified with the bridge and machinery arranged aft to act as a seaplane carrier. To provide a flat flying-off deck forward of the bridge the sheer was cut out of the hull, while the holds were used to store eight seaplanes. Two steam cranes were provided on the upper deck to hoist the aircraft out of the holds, and to hoist

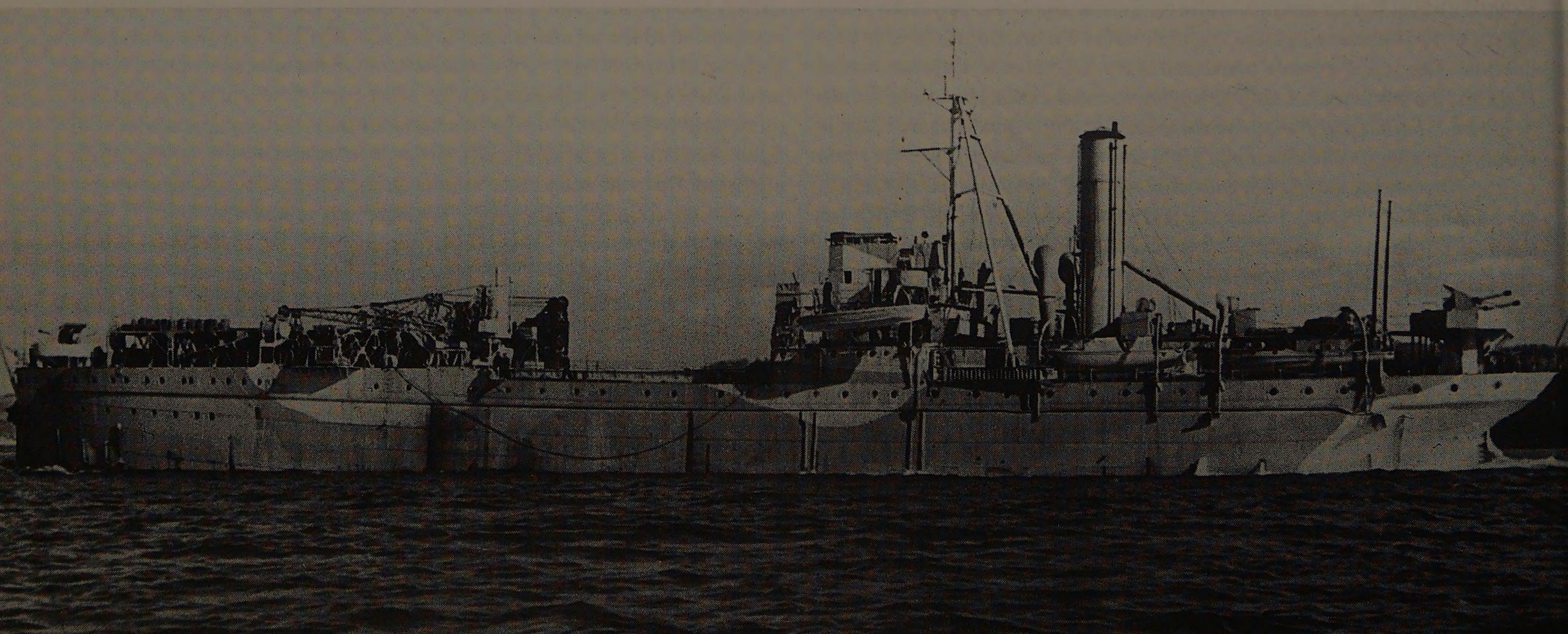
PEGASUS: LEGEND PARTICULARS

Displacement: 6,090 tons (7,450 tons full load).
Dimensions: 352½ (pp)/366 (oa) × 50½ × 25d/17½ (18½ full load) feet.
Machinery: Three SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 27in:45in:74in × 48in stroke) IHP 3,000 = 11 knots.
Bunkers & radius: O.F. 500 tons,nm @ ...k.
Armament: Four 12pdr AA (4×1), two 20mm AA (2×1) guns; three aircraft & one catapult.
Complement: 139 (war 180).

them back aboard after they had landed alongside. She was placed in service as the *Ark Royal*, but was too slow for working with the fleet.

In the inter-war years the *Ark Royal* was used for a variety of roles: during 1919/20 she transported RAF units to the Middle East, was used as a minesweeper depot ship from 1922, and during the 1930s was associated

Below: The *Pegasus* as a fighter catapult ship in 1942, with a new bridge structure and a tripod mast. (Admiralty)



with experimental work on catapults, and the Hein mat method of recovery. In 1934 she was renamed *Pegasus*, as her original name was required for a new aircraft carrier. She was converted to a fighter catapult ship in 1940 as a temporary stopgap to provide air cover for convoys until a new class of es-

cort carriers became available; and had two 20mm AA (2×1) added, and a new bridge fitted, while a tripod replaced the pole mast in order to support AW.291 RDF. She was finally relegated to an accommodation ship in 1944.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Purchased ..5/14							
I.35	PEGASUS ex-Ark Royal	Blyth Dry Dock	North-Eastern Marine (Sunderland)	7.11.13	5. 9.14	10.12.14	Catapult ship (1941), accommodation ship (1944), mercantile <i>Anita I</i> (1946); sold T W Ward ..4/50, arrived Grays 15/4/50 for scrapping.

Seaplane carrier: ALBATROSS.

This vessel was designed in the U.K. but built in Australia to provide the Royal Australian Navy with a mobile base for the operation of seaplanes. Although belonging to a category made obsolescent by the decked aircraft carrier, it was politically expedient that she was built in Australia, and the facilities then available at Cockatoo Dockyard rather circumscribed the type of vessel that could be constructed.

A hangar in the foc’s’le was able to accommodate nine seaplanes; which were launched by catapult, and recovered by any of three cranes mounted forward of the bridge. For arming the aircraft provision was made to stow 36 250lb, 72 100lb, and 100 20lb bombs. In 1938 she was transferred to the Royal Navy as part payment for the two cruisers transferred to the Royal Australian Navy, and was regarded as an acquisition of rather doubtful value. The *Albatross* nevertheless rendered useful service during the early years of the war in her designed role, and re-equipped with Walrus amphibian aircraft. With the ship statically based, her aircraft carried out essential maritime patrols; and provided air cover for convoys on passage in her operating area. One crane had been removed pre-war; and early war modifications in-



Above: A pre-war view of the seaplane carrier *Albatross* showing amidships detail, and with three aircraft cranes on the foredeck. (R. Perkins)



Above: She was little altered by 1945 except that AW.286 RDF was fitted at the head of the foremast, a tripod replaced the pole mainmast, and six 20mm AA (6×1) guns were added. (IWM)

cluded the addition of six 20mm AA (6×1) guns, and AW.286 RDF, and a tripod replaced the former pole mainmast.

With the entry into service of the escort carriers during 1943 the *Albatross* had all aircraft and associated equipment removed, together with the two 4.7in guns on the foc’s’le; and in 1944 was converted into a depot and repair ship for landing craft, with the addition of four multiple 2pdr AA (4×4) mountings. She was torpedoed off the Normandie beaches on 11 August 1944, but only received temporary repairs, and was laid-up in reserve.

ALBATROSS: LEGEND PARTICULARS

- Displacement:** 4,800 tons (6,350 tons full load).
- Dimensions:** 422 (pp)/443½ (oa) × 58/60¾ (across bulges) × 30½d/13¾ (17¼ full load) feet.
- Machinery:** Four Yarrow water-tube boilers (220lb/in²), two shafts, Parsons SR geared turbines SHP 12,000 = 21 knots.
- Bunkers & radius:** O.F. 942 tons + 40 tons D.O., 12,150/4,200nm @ 10/21k. Petrol 8,300 gallons
- Protection:** Externally bulged.
- Armament:** Four 4.7in AA (4×1), four 2pdr AA (4×1) guns; nine aircraft & one catapult.
- Complement:** 342 + 30 (air wing) (war 450).

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 10/6/25							
I.22	ALBATROSS	Cockatoo (Sydney)	Cockatoo (Sydney)	16. 4.26	23. 2.28	21.12.28	Repair ship (1942), mercantile <i>Hellenic Prince</i> (1946); sold British shipbreaker ..../64 arrived Hong Kong ..8/64 for scrapping.

Mercantile conversion: AUDACITY.

Despite their shortcomings the fighter catapult ships and the catapult merchant ships had demonstrated their ability to drive-off—even if they were seldom able to shoot down—the German aircraft used to shadow convoys, and report their positions to the marauding submarine packs. However, in

the long term it was clearly recognised that more extended air cover was required for convoys, while the high rate of loss of ditched fighter aircraft was unacceptable. Some form of deck was required to which these aircraft could return, so that greater operational flexibility could be secured for what otherwise was a one-shot weapon. Under these conditions the pre-war suggestion for a trade-route carrier was again brought forward by the Admi-



Above: The *Audacity* was a simple conversion: just a wood flight deck placed over a cut-down superstructure. (IWM)

rality; and one conversion was put in hand in the U.K., while American assistance was sought in providing further vessels of this type.

The British conversion was made from the ex-German prize *Hanover*, and was rudimentary so that it could be rapidly accomplished. This former refrigerated cargo ship had her superstructure razed, and was decked over

AUDACITY: LEGEND PARTICULARS

Displacement: 8,600 tons (10,231 tons full load).
Dimensions: 434¾ (pp)/467¼ (oa) × 56¼ × 24¼d/18¼ (21½ deep load) feet. FD 453 × 60 feet
Machinery: Two shafts, MAN 7cyl (bore 600mm × 1,100mm stroke) diesel engines BHP 5,200 = 14½ knots.
Bunkers & radius: O.F. 649 tons, 12,000nm @ 14½k. Petrol 10,000 gallons.
Armament: One 4in, four 2pdr AA (4×1), four 20mm AA (4×1), six .303in AA machine (6×1) guns; six aircraft.
Complement: 210.

with a wood flight deck from which six deck-parked aircraft could operate. There was no refinement: just two arrester wires, a small open conning position on each side of the flight deck, and the provision of AW.79 RDF; but some 3,000 tons of ballast had to be stowed in the holds to preserve stability. Converted by Blyth Dry Dock, she was completed in June 1941, placed in service in September, and in a brief but eventful career amply justified her novel concept.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 13/1/41							
D.10	AUDACITY ex-Empire Audacity, ex- Hanover	Bremer Vulkan (Bremen)	Bremer Vulkan (Bremen)	38	29. 3.39	10. 5.39	Torpedoed German submarine U.751 off coast of Portugal 21/12/41.

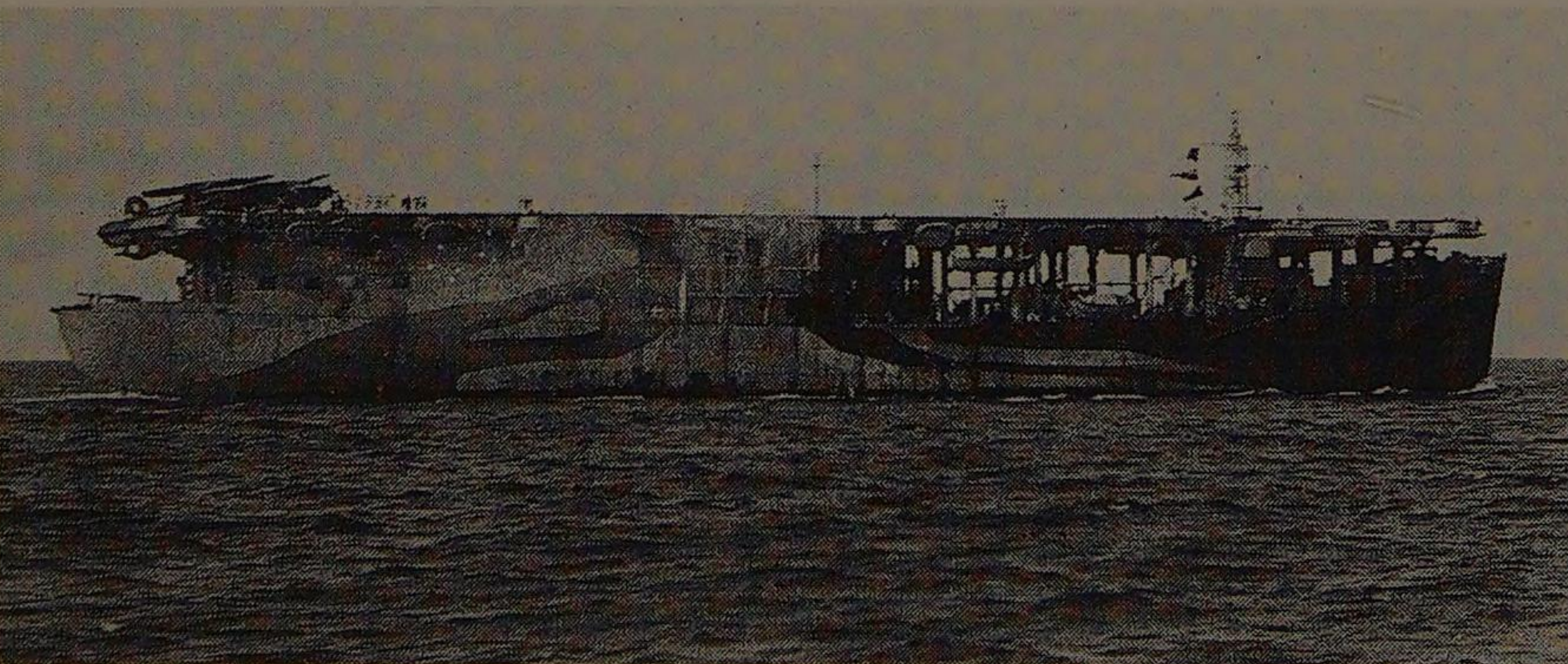
Note: Converted Blyth Dry Dock 17/1/41–20/6/41.

Mercantile conversions: *ARCHER, AVENGER, BITER, CHARGER, DASHER.

The fruitful exchange of information between the Royal Navy and the United States Navy, even before the latter’s entry into the war, was shown to good advantage in the escort carrier programme, when hard-won British war experience proved of great value to the U.S.A. in the design stage. Once the United States Navy was made aware of the need for an auxiliary trade-route carrier it promptly acquired two merchant ships, and had completed the conversion of the first one—the *Long Island*—even before the *Audacity*; and could thus rapidly implement the British order for six escort carriers (BAVG.1/6) by turning over to the the Royal Navy the other acquired ship, which became the *Archer*, and acquiring five more hulls in the early stages of construction.

The *Archer* was a far more elaborate conversion than the *Audacity*, and had a hangar added over the after half-length, with a lift at its fore end to the planked flight deck. Benefiting by experience with the *Long Island* the flight deck was lengthened, and taken nearly to the bows; and a small open bridge was arranged on each side of the flight deck well forward, with the mast stepped on the starboard side. Later, the US pattern 5in gun at the stern was

Below: The escort carrier *Archer* as completed in 1942, with no bridge island, and only a half-hangar which was linked to the wood flight deck by a lift. (NMM)



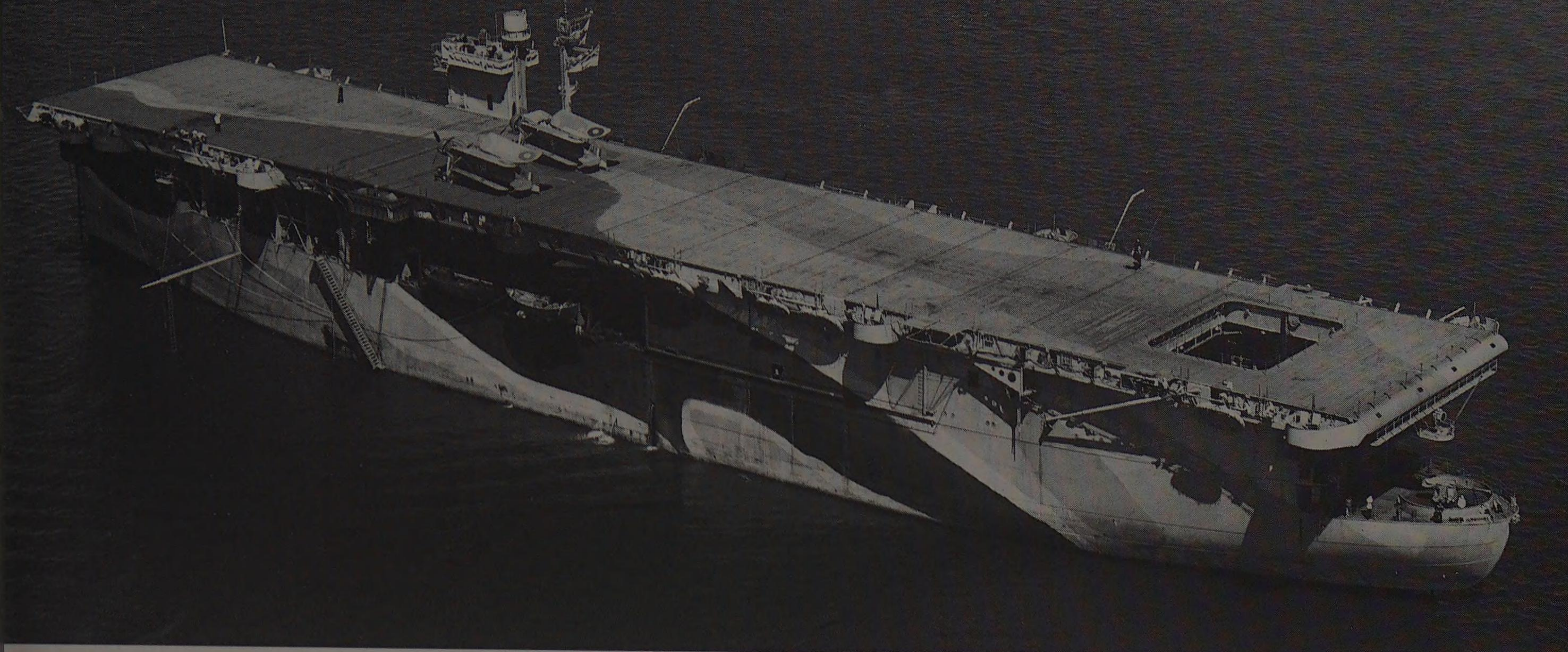
“ARCHER” CLASS: LEGEND PARTICULARS

Displacement: 12,150 tons (13,305 tons full load) except * 12,300 tons (14,100 tons full load).
Dimnsions: 465 (pp)/492 (oa) × 69½ × ...d/21 (26¼ full load) except * ...d/23 (25½ full load) feet. FD 410 × 87 feet
Machinery: One shaft, Doxford 6cyl (bore 21in × 60in stroke) diesel engines (two/shaft) except * Sulzer 7cyl (bore 20½in × 27in stroke) diesel engines (four/shaft) BHP 8,500 = 17 knots.
Bunkers & radius: O.F. 1,600 tons + 1,700 tons (cargo),nm @ ..k except * O.F. 1,430 tons + petrol 370 tons,nm @ ..k. Petrol 340 tons/36,000 gallons.
Armament: One 5in, two 3in AA (2×1), eleven except * ten 20mm AA (11/10×1) guns; fifteen aircraft & one catapult.
Complement: 555.

replaced by a British 4in AA gun, and the flight deck lengthened to 438ft; and AW. 291 RDF was added at the masthead, SW.273 on the bridge, and an HF/DF mast forward: all to starboard.

The next four vessels were slightly modified in that the short foc’s’le was omitted, and the hull given increased sheer forward in compensation; and a small island bridge was added on the starboard side well forward. As in the *Archer* AW and SW.RDF, and HF/DF were added; and the light AA armament was first augmented by replacing the four single 20mm AA guns with twin mountings. Later, the two 3in AA guns forward were replaced by 20mm AA guns, and the twin 20mm mountings at the fore end of the flight deck by twin 40mm AA mountings, and two (possibly more) 20mm AA guns were added amidships; and the ships had their flight decks lengthened like the *Archer* but to 442ft. All these ships had multiple diesel engines for main propulsion; and the *Archer* with four engines coupled to a single shaft was plagued with machinery defects, and had to be prematurely laid-up in 1943, while the others—with two engines coupled to the single shaft—were far more reliable. The *Charger* was not finally handed over to the Royal Navy, but was retained by the United States Navy for training Royal Navy pilots.

None was ready for service until mid-1942, and only the *Avenger* had carried out brief convoy duty, when they were all—together with the veteran *Argus*—utilised to supply fighter cover for the North African landings at the



close of 1942. On completion of these operations the *Avenger* succumbed to fire and explosion following a single hit by a submarine torpedo, which highlighted the opinion held by the Admiralty that her petrol and explosive arrangements did not meet British standards. Consequently, all were taken in hand for modification, plus the addition of 1,200/2,000 tons of permanent ballast, as their stability was critical in the light condition, and there was a marked aversion in the Royal Navy to filling empty fuel tanks with water

Above: The escort carrier *Dasher* as completed in 1942. A small bridge island has been added, and there is a full length open hangar under the flight deck with a lift at the aft end. (U.S. Navy)

ballast. As a result the three surviving carriers were not available for escort work until early 1943, and this delay generated another stop-gap measure—the merchant aircraft carrier—in mid-1942.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired 6/3/41							
D.78	ARCHER ex-Mormacland	Sun Shipbuilding (Chester)	Busch-Sulzer (St Louis)	7. 6.39	14.12.39	24. 4.40	Returned USN 18/1/46, mercantile <i>Empire Lagan</i> (1946), <i>Anna Salen</i> (1949), <i>Tasmania</i> (1955), <i>Union Reliance</i> (1961); sold American shipbreaker ../62, arrived New Orleans ../3/62 for scrapping.
Acquired 31/7/41							
D.14	AVENGER ex-Rio Hudson	Sun Shipbuilding (Chester)	Sun Shipbuilding (Chester)	28.11.39	27.11.40	15. 3.42	Torpedoed German submarine U.155 west of Gibraltar 15/11/42.
Acquired 15/9/41							
D.97	BITER ex-Rio Parana	Sun Shipbuilding (Chester)	Sun Shipbuilding (Chester)	28.12.39	18.12.40	5. 5. 42	French Navy DIXMUDE (1945); returned USN ../66 for scrapping.
Acquired 4/10/41							
	CHARGER (i) ex-Rio de la Plata	Sun Shipbuilding (Chester)	Sun Shipbuilding (Chester)	19. 1.40	1. 3.41	2. 3.42	Retained USN (CVE.30) for training RN aircrew, mercantile <i>Fairsea</i> (1949).
Acquired 22/11/41							
D.37	DASHER ex-Rio de Janeiro	Sun Shipbuilding (Chester)	Sun Shipbuilding (Chester)	14. 3.40	12. 4.41	1. 7.42	Internal explosion south of the Cumbraes 27/3/43.

“Tracker” class: ATTACKER, *BATTLER, *CHASER, FENCER, *HUNTER, *PURSUER, RAVAGER, SEARCHER, STALKER, STRIKER, TRACKER.

The lead ship of this class—the *Tracker*—was the final unit of the 6-ship order placed by the Royal Navy before the American entry into the Second World War, and as the hull was in a very early stage of construction the opportunity was taken to modify the design in the light of experience with the earlier ships.

The hangar was lengthened to increase aircraft stowage, and was provided with a lift at each end; a catapult was fitted at the fore end of the flight deck, the short foc’s’le was re-introduced, conspicuous sponsons were added fore and aft at upper deck level, steam turbines replaced diesel engines, with the boiler uptakes led to small exhausts on each side of the flight deck; and the armament was strengthened.

Instead of a single centre-line LA gun at the stern one was mounted on each quarter, and the stern position—which had better sky arcs—was taken by two twin 40mm AA mountings. Twin 40mm AA mountings were also

added at the fore end of the flight deck; and single 20mm AA guns were disposed two on the foc’s’le, four on each side of the flight deck, and one on each of the four sponsons. Later, twin 20mm AA mountings replaced all the single 20mm guns on the flight deck, the 20mm guns on the sponsons were removed, and in some units the American 5in were replaced by British 4in

“TRACKER” CLASS: LEGEND PARTICULARS

Displacement: 10,200 tons (14,170 tons full load).

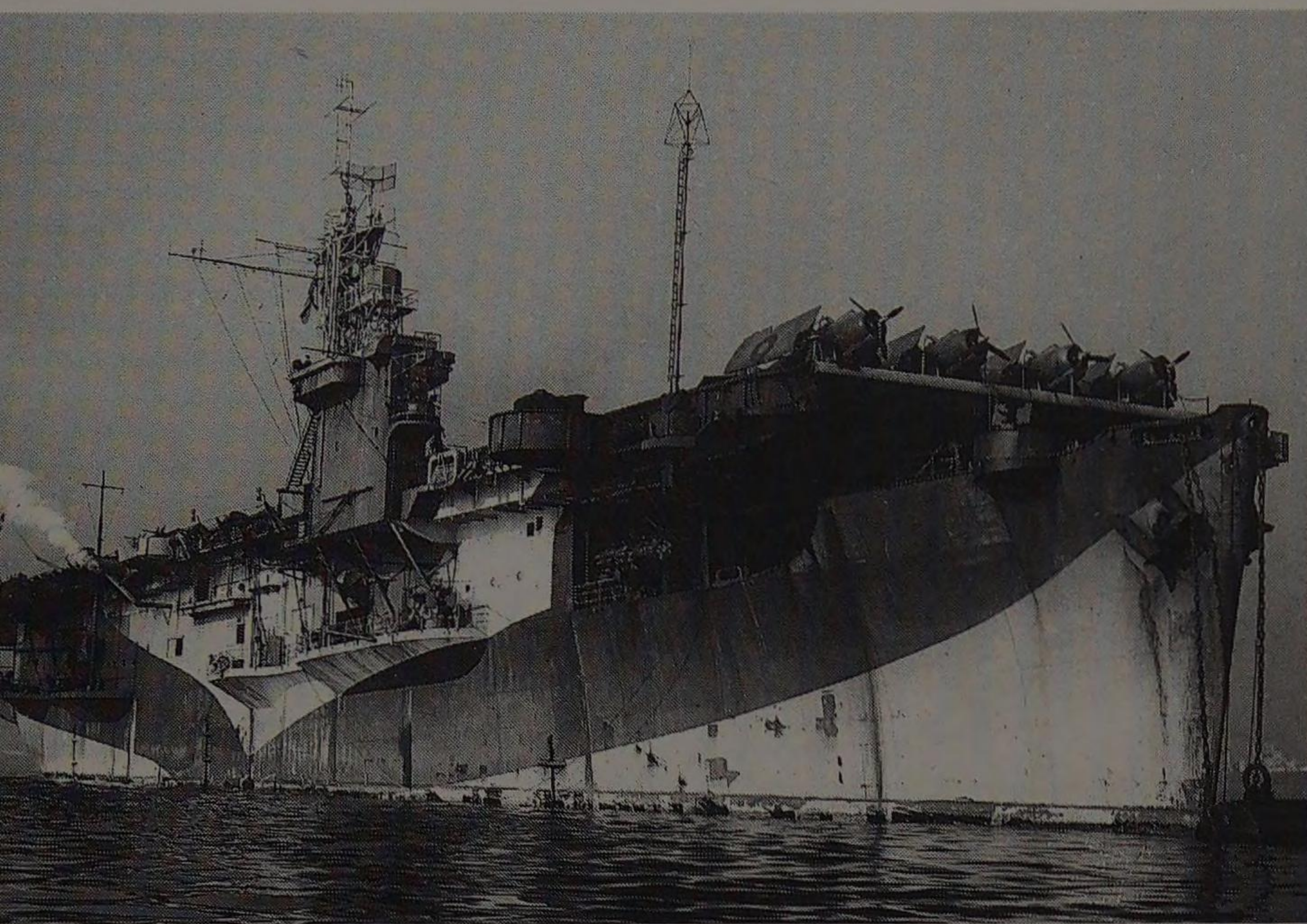
Dimensions: 465 (pp)/495¾ (oa) × 69½ × 29½d/23¼ (26 full load) feet. FD 442 × 88 feet.

Machinery: Two Foster-Wheeler D-type water-tube boilers (525lb/in²), one shaft, General Electric except * Westinghouse DR geared turbines SHP 8,500 = 18½ (17 full load) knots.

Bunkers & radius: O.F. 3,110 tons + 128 tons D.O., 26,000/22,500nm @ 15/17k. Petrol 665 tons.

Armament: Two 5in (2×1), eight 40mm AA (4×2), fourteen 20mm AA (14×1) guns; twenty aircraft & one catapult.

Complement: 646.



Above: Bow view of the "Tracker" class escort carrier *Pursuer* showing prominent sponsons fore and aft at upper deck level, small diesel engine exhausts on the side of the flight deck amidships, and HF/DF mast forward of island structure. (IWM)

AA guns. An RDF-fitted director was provided for each twin 40mm mounting. Stepped on the starboard side was an HF/DF pole mast forward, a short lattice mast on the island carried SW.271 and AW.79 (later replaced by AW.281) RDF, and a light pole mast aft for spreading the W/T aerials; and for general work portable sheerlegs could be rigged at the aft end of the flight deck.

Once at war the United States Navy immediately acquired another 20 hulls, of which half were made available to the Royal Navy. At this stage a minor degree of specialisation was adopted for fitting-out these carriers. Those intended for escort work had less elaborate RDF, were provided with HF/DF, and the operations room was primarily for surface and sub-surface action; those intended for the assault support role had more elaborate RDF, special communications equipment, and the operations room was primarily equipped for air interception and close air support action; while those intended to provide fighter protection were generally fitted as assault carriers, but as the fighter aircraft wing borne by all assault carriers showed themselves quite capable of providing this defence, the dedicated fighter carrier was short-lived, and was usually employed in the assault role.

The *Battler*, *Chaser*, *Fencer*, *Striker*, and *Tracker* were fitted-out as escort carriers; the *Attacker*, *Hunter*, and *Stalker* as assault carriers; the *Pursuer* and *Searcher* as fighter carriers; while the *Ravager* was mainly used for training. It should be pointed-out that there was little difficulty involved in interchangeability between escort and assault roles.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired 1/5/42							
D.70	RAVAGER ex- <i>Charger</i> (ii)	Seattle-Tacoma	Allis-Chalmers (Milwaukee)	11. 4.42	16. 7.42	25. 4.43	Completed Willamette Iron & Steel (Portland), mercantile <i>Robin Trent</i> (1948), <i>Trent</i> (1971); sold Taiwanese shipbreaker .../73, arrived Kaohsiung .../73 for scrapping.
Acquired 2/5/42							
D.24	TRACKER ex- <i>Mormacland</i>	Seattle-Tacoma	Allis-Chalmers (Milwaukee)	3.11.41	7. 3.42	31. 1.43	Mercantile <i>Corrientes</i> (1949); sold Belgian shipbreaker .../8/64, arrived ..... .../64 for scrapping.
Acquired 27/7/42							
D.40	SEARCHER	Seattle-Tacoma	Allis-Chalmers (Milwaukee)	20. 2.42	20. 7.42	8. 4.43	Completed Willamette Iron & Steel (Portland), mercantile <i>Captain Theo</i> (1952), <i>Oriental Banker</i> (1964); sold ..... .../67, arrived ..... .../67 for scrapping.
Acquired 30/9/42							
D.02	ATTACKER ex- <i>Barnes</i> , ex- <i>Steel Artisan</i>	Western Pipe & Steel (San Francisco)	General Electric (Schenectady)	7. 4.41	27. 9.41	30. 9.42	Mercantile <i>Castel Forte</i> (1948), <i>Fair Sky</i> (1958); sold
Acquired 31/10/42							
D.18	BATTLER ex- <i>Altamaha</i> , ex- <i>Mormactern</i>	Ingalls (Pascagoula)	Westinghouse (Philadelphia)	15. 4.41	4. 4.42	31.10.42	Sold American shipbreaker 12/2/46, arrived Baltimore .../46 for scrapping.
Acquired 21/12/42							
D.91	STALKER ex- <i>Hamlin</i>	Western Pipe & Steel (San Francisco)	General Electric (Schenectady)	6.10.41	5. 3.42	30.10.42	Mercantile <i>Riouw</i> (1948), <i>Lobito</i> (1968); sold
Acquired 9/1/43							
D.80	TRAILER ex- <i>Block Island</i> , ex- <i>Mormacpenn</i>	Ingalls (Pascagoula)	Westinghouse (Philadelphia)	15. 5.42	22. 5.42	11. 1.43	HUNTER (1942), mercantile <i>Almdijk</i> (1948); sold Spanish shipbreaker .../10/65, arrived Valencia .../65 for scrapping.
Acquired 27/2/43							
D.64	FENCER ex- <i>Croatan</i>	Western Pipe & Steel (San Francisco)	General Electric (Schenectady)	5. 9.41	4. 4.42	20. 2.43	Mercantile <i>Sydney</i> (1948), <i>Roma</i> (1968), <i>Galaxy Queen</i> (1971), <i>Lady Dina</i> (1972), <i>Caribia 2</i> (1973); sold
Acquired 9/4/43							
D.32	CHASER ex- <i>Breton</i> , ex- <i>Mormacgulf</i>	Ingalls (Pascagoula)	Westinghouse (Philadelphia)	28. 6.41	19. 6.42	9. 4.43	Mercantile <i>Aagtekerk</i> (1948), <i>E Yung</i> (1967); sold Taiwanese shipbreaker .../73, arrived Kaohsiung .../73 for scrapping.
Acquired 28/4/43							
D.12	STRIKER ex- <i>Prince William</i>	Western Pipe & Steel (San Francisco)	General Electric (Schenectady)	15.12.41	7. 5.42	28. 5.43	Sold American shipbreaker 5/6/46, arrived Baltimore .../46 for scrapping.
Acquired 14/6/43							
D.73	PURSUER ex- <i>St George</i> , ex- <i>Mormacland</i>	Ingalls (Pascagoula)	Westinghouse (Philadelphia)	31. 7.41	18. 7.42	14. 6.43	Sold American shipbreaker 14/5/46, arrived ..... .../46 for scrapping.

“Ruler” class: ARBITER, AMEER, ATHELING, BEGUM, EMPEROR, EMPRESS, KHEDIVE, NABOB, PATROLLER, PREMIER, PUNCHER, QUEEN, RAJAH, RANEE, REAPER, RULER, SHAH, SLINGER, SMITER, SPEAKER, THANE, TROUNCER, TRUMPETER.

Out of the next series of 24 hulls ordered by the United States Navy all but one—the *Prince William*—were transferred to the Royal Navy, and unlike the two previous classes they had no mercantile origin but were built as escort carriers from the keel up utilising the standard C3 hull form.

They were all built by one shipyard, and their building time was progressively reduced from 14½ months with the earliest to 8½ months with the final units: a truly remarkable output. With subsequent escort carrier construction the same builder was able to reduce construction time to 3½ months. In view of this it was easy to understand the American complaint in mid-1943 that the Royal Navy was taking too long—6/8 months was quoted—to place them in service after completion; and that if these delays were not reduced then the United States Navy should take over some of the ships. There was also dissatisfaction over the modifications carried out by the Royal Navy after delivery, with the inference that either the United States Navy’s standards were too low, or those of the Royal Navy were too high. The former’s assertion that the latter did not know how to handle bulk petrol was probably the crux of the matter.

The Admiralty were able to explain that these carriers were all built on the Pacific coast, and—with trials—some 5/6 weeks elapsed before they reached the Atlantic coast. Here they were loaded with aircraft to act as trans-

“RULER” CLASS: LEGEND PARTICULARS

Displacement: 9,170 tons (15,160 tons full load).

Dimensions: 465 (pp)/494¾ (oa) × 69½ × 29½d/18½ (25½ full load) feet. FD 442 × 88 feet.

Machinery: Two Foster-Wheeler D-type water-tube boilers (525lb/in²), two shafts, General Electric DR geared turbines SHP 8,500 = 18 (17 full load) knots.

Bunkers & radius: O.F. 3,160 tons + 130 tons D.O.,nm @ ..k. Petrol 655 tons/43,200 gallons.

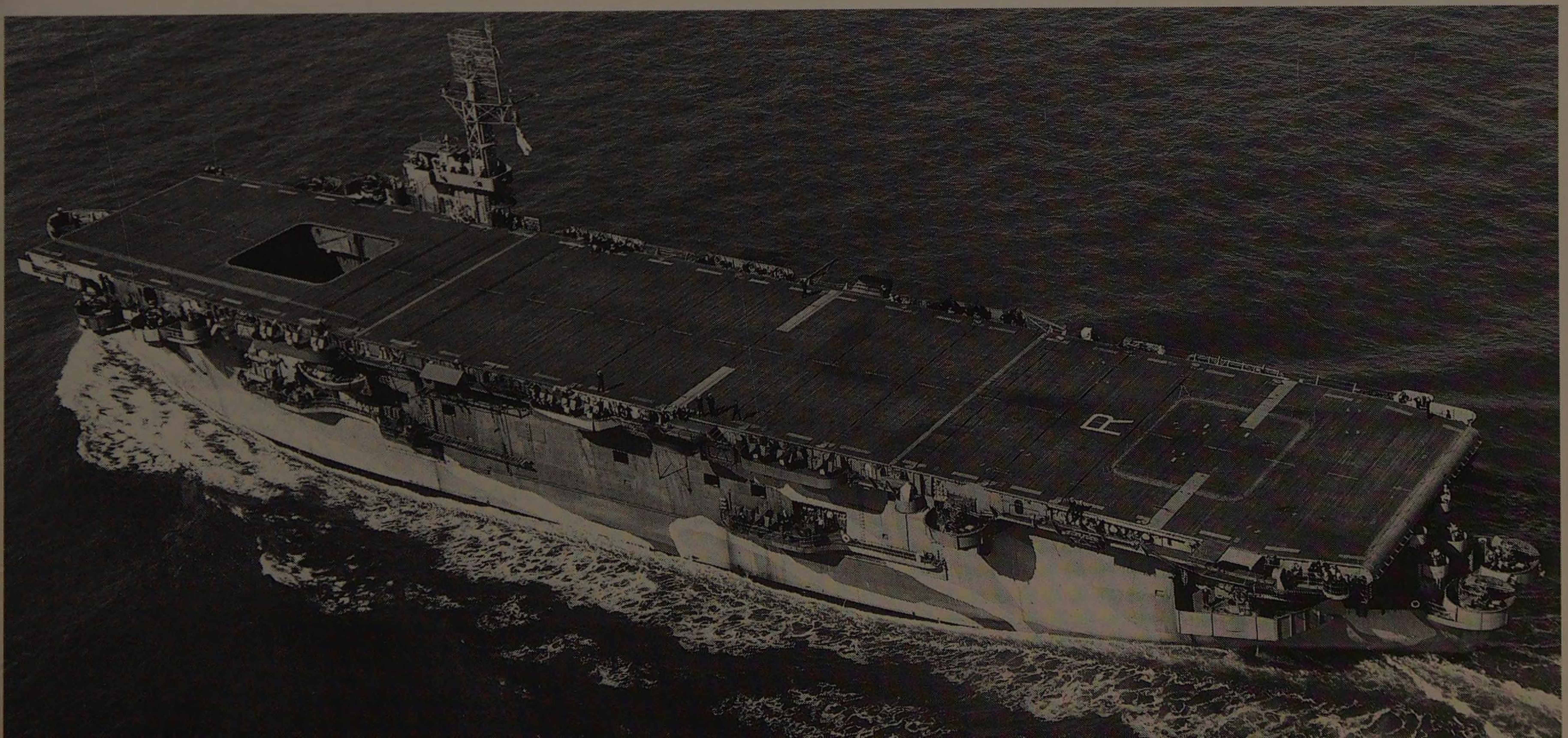
Armament: Two 5in AA (2×1), sixteen 40mm (8×2), thirty-five 20mm AA (14×2/7×1) guns; twenty aircraft & one catapult.

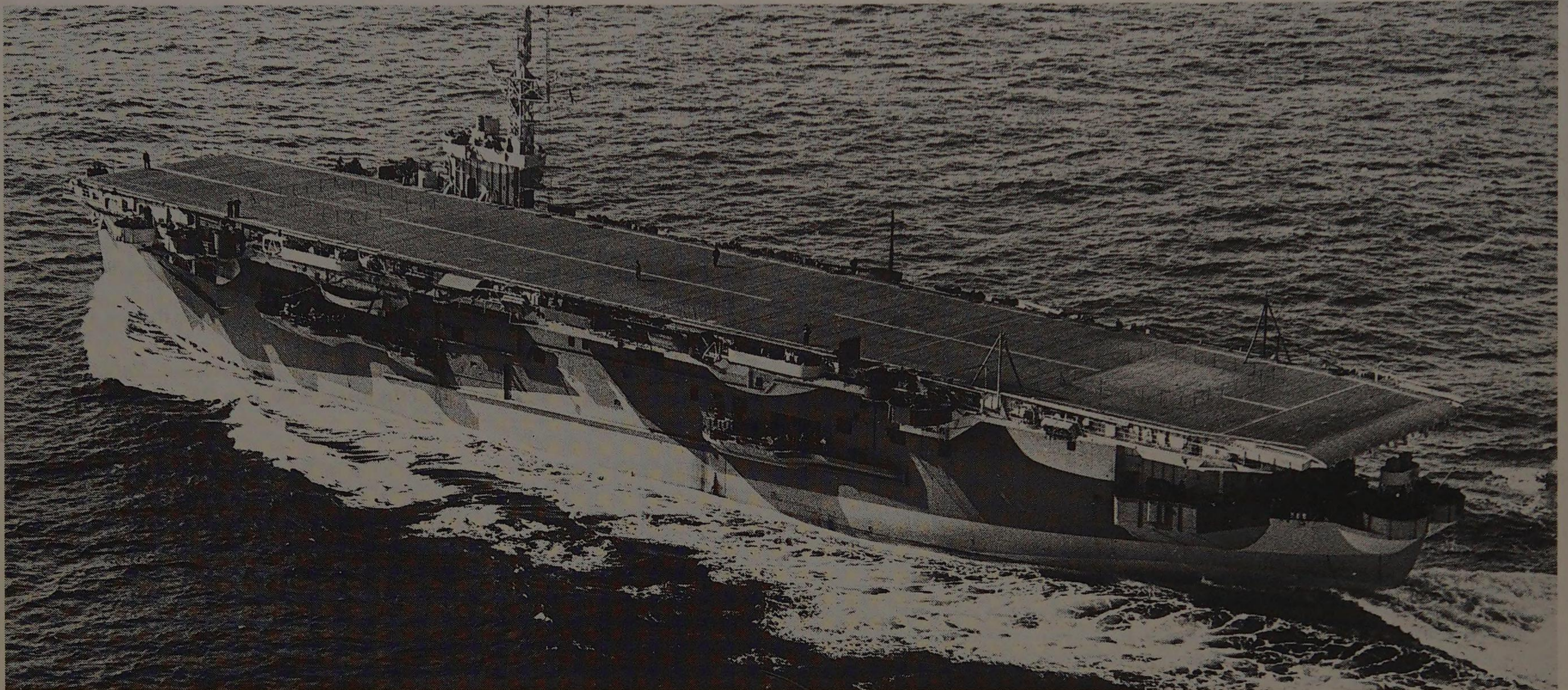
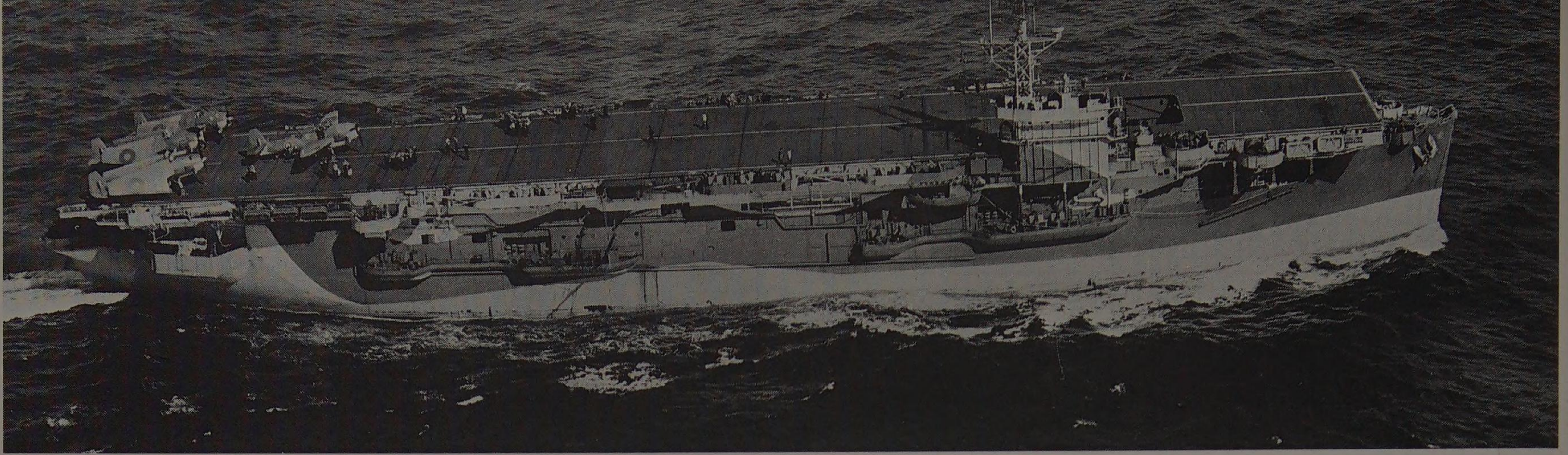
Complement: 646.

ports for the Atlantic crossing, and in this non-operational state they first had to proceed to New York to join a suitable convoy, so that a further 3 weeks elapsed before they reached the U.K. Not without justification the Admiralty contended that this period of about 2 months—included in the American total—was beyond their control. On arrival in the U.K. about 7 weeks were spent in carrying out modifications, and a further 5/7 weeks in working-up; but this period of about 3 months was within Admiralty con-

Below: The *Emperor* was operated as a fighter escort carrier during 1944. (U.S. Navy)

Bottom: The *Slinger* as completed in 1943 showing deck layout. Note that there are now lifts at each end of the flight deck, and note also the deck identification letter. (U.S. Navy)





trol, and had to be reduced. Accordingly, arrangements were made with a Canadian shipyard on the Pacific coast to carry out the modifications straight after completion, and they were able to accomplish this in 2 weeks.

This class was generally similar to the the preceding *Tracker* except that the armament was further increased. Four twin 40mm AA mountings were added forward and aft, and ten 20mm AA guns amidships, on the flight deck, and some units had four extra 20mm AA guns on the sponsons; while the 5in LA at the stern was replaced by 5in AA guns.

Above: The *Empress* (top) and the *Ruler* (above) were also operated as fighter escort carriers during 1944. (U.S. Navy)

The *Atheling*, *Begum*, *Nabob*, *Premier*, *Puncher*, *Queen*, *Shah*, *Smiter*, and *Trumpeter* were fitted as escort carriers; the *Ameer*, *Emperor*, *Empress*, *Khedive*, *Ruler*, and *Speaker* as assault carriers; and the *Patroller*, *Rajah*, *Ranee*, *Reaper*, *Slinger*, *Thane*, and *Trouncer* were mainly employed in ferry and transport duties, although fitted as assault carriers.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .../42							
	AMEER (i)	Kaiser (Vancouver)	Nordberg	3.11.42	.....	.....	Retained USN ALAZON BAY (i) (1943), CASABLANCA (1943).
	ATHELING (i)	-do-	-do-	17.11.42	.....	.....	Retained USN ANGUILLA BAY (i) (1943), CORREGIDOR (1943).
	ATHELING (ii)	-do-	-do-	28.12.42	26. 5.43		Retained USN MISSION BAY (1943).
	BEGUM (i)	-do-	-do-	17. 1.43	.....	.....	Retained USN NATOMA BAY (1943).
	EMPEROR (i)	-do-	-do-	19. 4.43	.....	.....	Retained USN NASSAU BAY (1943), SOLOMONS (1943).
	EMPRESS (i)	-do-	-do-	31. 5.43	.....	.....	Retained USN KITKUN BAY (1943).
	KHEDIVE (i)	-do-	-do-	.....	.....	.....	Retained USN NEHENTA BAY (1943).
	NABOB (i)	-do-	-do-	.....	.....	.....	Retained USN OMMANEY BAY (1943).
	PREMIER (i)	-do-	-do-	.....	.....	.....	Retained SARGENT BAY (1943).
	SHAH (i)	-do-	-do-	.....	.....	.....	Retained USN SITKOH BAY (1943).
	QUEEN (i)	-do-	-do-	.....	.....	.....	Retained USN THETIS BAY (1943).
	RAJAH (i)	-do-	-do-	.....	.....	.....	Retained USN ALAZON BAY (ii) (1943), LUNGA POINT (1943).
	RULER (i)	-do-	-do-	.....	.....	.....	Retained USN ALAVA BAY (1943), ROI (1943).
	THANE (i)	-do-	-do-	.....	.....	.....	Retained USN TONOWEK BAY (1943), MUNDA (1943).

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././42							
D.26	SLINGER ex- <i>Chatham</i>	Seattle-Tacoma	Allis-Chalmers (Milwaukee)	25. 5.42	19. 9.42	11. 8.43	Mercantile <i>Robin Mowbray</i> (1948); sold Taiwanese shipbreaker .././70, arrived Kaohsiung .././70 for scrapping.
D.51	ATHELING (iii) ex- <i>Glacier</i>	-do-	-do-	9. 6.42	7. 9.42	30. 7.43	Completed Puget Sound Navy Yard, mercantile <i>Roma</i> (1950); sold Italian shipbreaker .././67, arrived Vado ../11/67 for scrapping.
D.98	EMPEROR ex- <i>Pybus</i>	-do-	-do-	23. 6.42	7.10.42	31. 5.43	Completed Puget Sound Navy Yard; sold American shipbreaker 14/5/46, arrived .././46 for scrapping.
D.01	AMEER (ii) ex- <i>Baffins</i>	-do-	-do-	18. 7.42	18.10.42	28. 6.43	Completed Puget Sound Navy Yard, mercantile <i>Robin Kirk</i> (1948); sold Taiwanese shipbreaker .././69, arrived Kaohsiung .././69 for scrapping.
D.38	BEGUM (ii) ex- <i>Bolinas</i>	-do-	-do-	3. 8.42	11.11.42	22. 7.43	Mercantile <i>Raki</i> (1948), <i>I Yung</i> (1966); sold Taiwanese shipbreaker .././74, arrived Kaohsiung .././74 for scrapping.
D.09	TRUMPETER ex- <i>Lucifer</i> , ex- <i>Bastian</i>	-do-	-do-	25. 8.42	15.12.42	4. 8.43	Completed Commercial Iron Works (Portland), mercantile <i>Alblasserdijk</i> (1948), <i>Irene Valmas</i> (1966); sold Spanish shipbreaker .././71, arrived Castellon .././71 for scrapping.
D.42	EMPRESS ex- <i>Carnegie</i>	-do-	-do-	9. 9.42	31.12.42	9. 8.43	Sold American shipbreaker .././49, arrived ..... .././49 for scrapping.
D.62	KHEDIVE (ii) ex- <i>Cordova</i>	-do-	-do-	22. 9.42	27.12.42	23. 8.43	Mercantile <i>Rempang</i> (1948), <i>Daphne</i> (1969); sold
D.90	SPEAKER ex- <i>Delgada</i>	-do-	-do-	9.10.42	20. 2.43	20.11.43	Mercantile <i>Lancero</i> (1948), <i>President Osmena</i> (1965), <i>Lucky Three</i> (1971); sold Nan Feng Steel Enterprise .././72, arrived Kaohsiung 9/6/72 for scrapping.
D.77	NABOB ex- <i>Edisto</i>	-do-	-do-	20.10.42	9. 3.43	7. 9.43	Torpedoed German submarine U.354 west of North Cape 22/8/44 & written-off as a constructive total loss, mercantile (name not changed – 1948), <i>Glory</i> (1968); sold
D.23	PREMIER ex- <i>Estero</i>	-do-	-do-	31.10.42	22. 3.43	31.10.43	Mercantile <i>Rhodesia Star</i> (1948), <i>Hongkong Knight</i> (1967); sold Taiwanese shipbreaker .././74, arrived Kaohsiung .././74 for scrapping.
D.21	SHAH ex- <i>Jamaica</i>	-do-	-do-	13.11.42	21. 4.4	27. 9.43	Mercantile <i>Salta</i> (1948); sold Argentinian shipbreaker s.././66, arrived Buenos Aires .././67 for scrapping.
D.07	PATROLLER ex- <i>Keeweenaw</i>	-do-	-do-	27.11.42	6. 5.43	25.10.43	Mercantile <i>Almkerk</i> (1948), <i>Pacific Reliance</i> (1969); sold Taiwanese shipbreaker .././74, arrived Kaohsiung .././74 for scrapping.
D.10	RAJAH ex- <i>Prince</i> , ex- <i>McClure</i>	-do-	-do-	17.12.42	18. 5.43	17. 1.44	Completed Willamette Iron & Steel (Portland), mercantile <i>Drente</i> (1948), <i>Lambros</i> (1967), <i>Ulissee</i> (1969); sold
D.03	RANEE ex- <i>Niantic</i>	-do-	-do-	5. 1.43	2. 6.43	8.11.43	Mercantile <i>Friesland</i> (1948), <i>Pacific Breeze</i> (1967); sold.
D.85	TROUNCER ex- <i>Perdito</i>	-do-	-do-	1. 2.43	16. 6.43	28. 1.44	Completed Commercial Iron Works (Portland), mercantile <i>Greystoke Castle</i> (1949), <i>Gallic</i> (1954), <i>Benrinnes</i> (1959); sold Taiwanese shipbreaker.././73, arrived Kaohsiung 3/11/73 for scrapping.
D.48	THANE ex- <i>Sunset</i>	-do-	-do-	23. 2.43	15. 7.43	19.11.43	Torpedoed German submarine U.482 off the Clyde 15/1/45 & written-off as a constructive total loss; sold British shipbreaker .././45, arrived Faslane .././45 for scrapping.
D.19	QUEEN ex- <i>St Andrew</i>	-do-	-do-	23. 2.43	31. 7.43	7.12.43	Mercantile <i>Roebiah</i> (1948), <i>President Marcos</i> (1966), <i>Lucky One</i> (1972); sold Taiwanese shipbreaker .././72, arrived Kaohsiung .././72 for scrapping.
D.72	RULER ex- <i>St Joseph</i>	-do-	-do-	25. 3.43	21. 8.43	20.12.43	Completed Willamette Iron & Steel (Portland); sold American shipbreaker .././47, arrived ..... .././47 for scrapping.
D.31	ARBITER ex- <i>St Simon</i>	-do-	-do-	26. 4.43	9. 9.43	31.12.43	Completed Willamette Iron & Steel (Portland), mercantile <i>Coracero</i> (1948), <i>President Macapagal</i> (1965), <i>Lucky Two</i> (1971); sold Taiwanese shipbreaker .././73, arrived Kaohsiung .././73 for scrapping.
D.55	SMITER ex- <i>Vermillion</i>	-do-	-do-	10. 5.43	27. 9.43	20. 1.44	Completed Willamette Iron & Steel (Portland), mercantile <i>Artillero</i> (1948), <i>President Garcia</i> (1965); wrecked off Guernsey 13/7/67.
D.74	PUNCHER ex- <i>Estero</i>	-do-	-do-	21. 5.43	8.11.43	5. 2.44	RCN (1943/45), mercantile <i>Muncaster Castle</i> (1949), <i>Bardic</i> (1954), <i>Bennevis</i> (1959), sold Taiwanese shipbreaker .././73, arrived Kaohsiung 11/6/73 for scrapping.
D.82	REAPER ex- <i>Winjah</i>	-do-	-do-	5. 6.43	22.11.43	21. 2.44	Mercantile <i>South Africa Star</i> (1948); sold Japanese shipbreaker ../3/67, arrived Mihara .././67 for scrapping.

British-Built Escort Carriers

The British escort carrier programme was very limited as the only suitable hull available was the fast refrigerated ship which enjoyed a high commercial priority, and was not readily released for other purposes. Although four were finally made available under pressure from the Admiralty, the Royal Navy's requirements were fortunately met by American production.

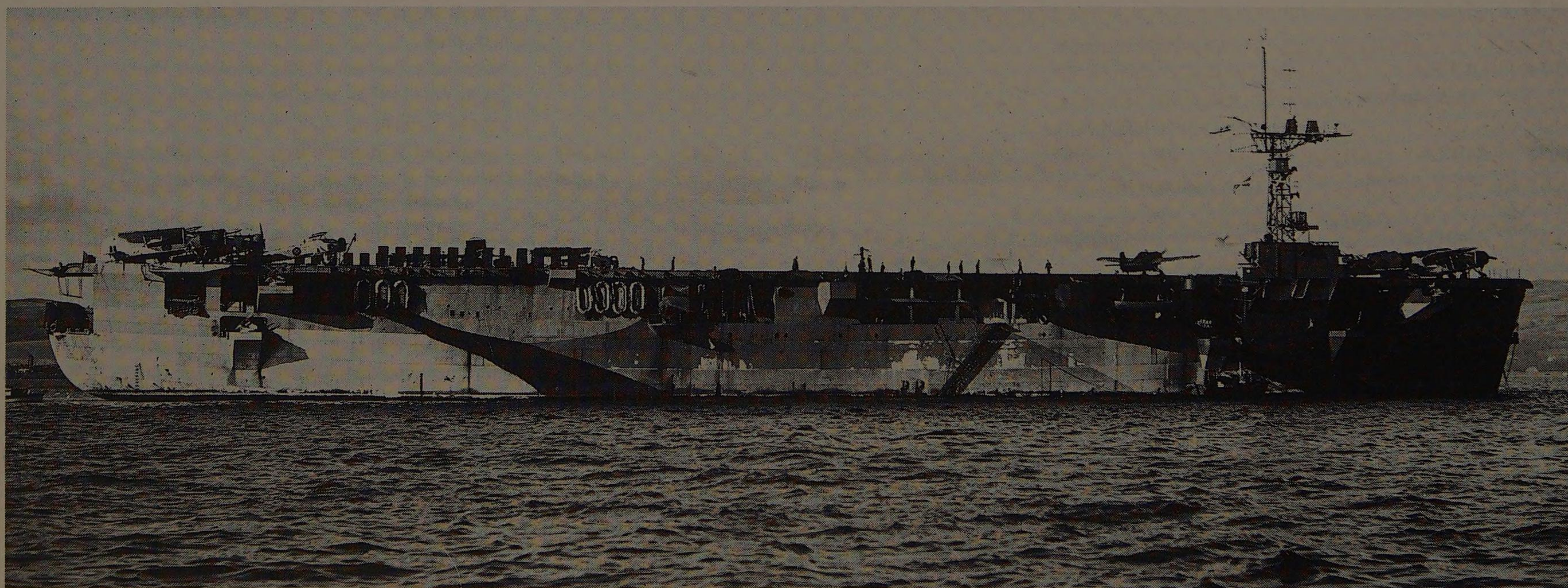
On the whole the British carriers were larger than their American counterparts, but as they adopted the closed hangar they could accommodate fewer aircraft, and were only provided with a single lift. All were powered by diesel

engines driving twin screws, and were so better able to maintain speed in adverse weather than the American ships. They had the usual small island arranged well forward, but stepped a tall lattice mast which carried the AW.291 and SW.271 (277 in *Campania*) RDF. The twin 4in AA mounting was placed at the stern, the multiple 2pdr AA mountings were disposed quadrantly on sponsons, and the twin 20mm AA mountings were placed along the edges of the flight deck.

The *Pretoria Castle* was converted into an escort carrier in 1943, having first served as an armed merchant cruiser. Her selection was brought about owing to the difficulty in obtaining suitable mercantile hulls, as mentioned above; and owing to her availability at the time. She was easily the largest of all the escort carriers, but her sub-division was below the standard for an operational ship; and she was mainly engaged in trials and training.

Below: The escort carrier *Campania*. (IWM)

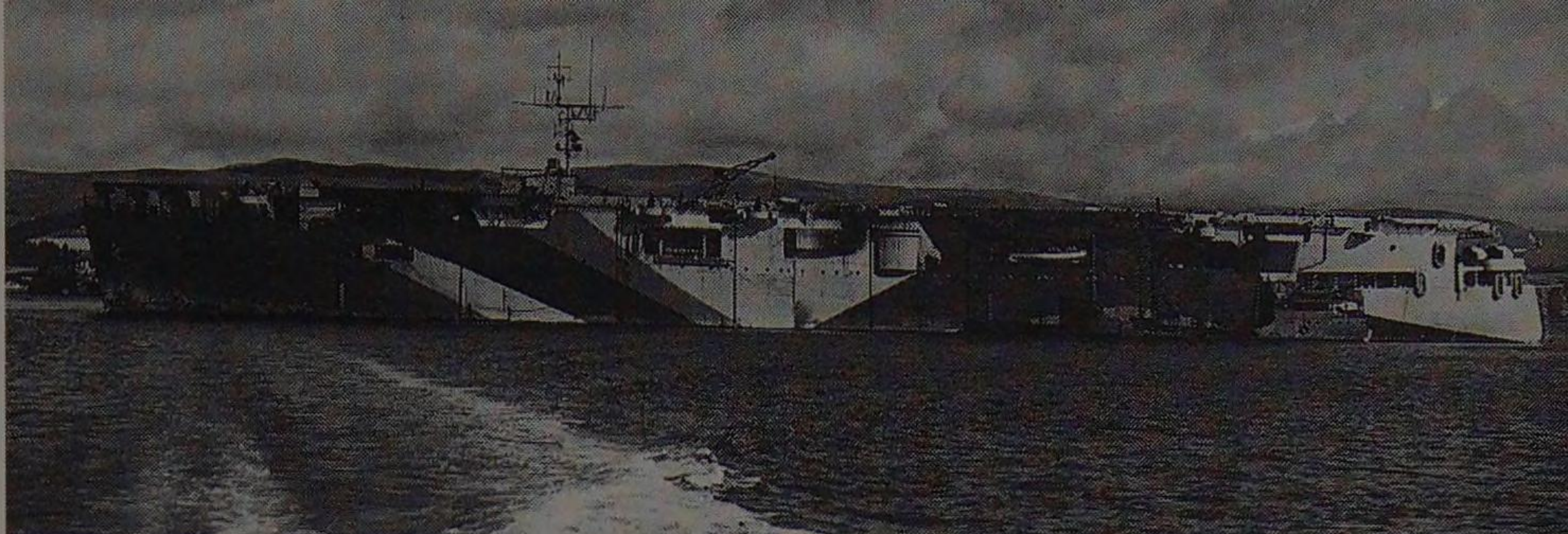
Bottom: The *Activity* did not ship any multiple 2pdr AA but had extra twin 20mm AA mountings in lieu. (IWM)





Above left: The *Nairana*. (IWM)

Above right: The training carrier *Pretoria Castle* was the largest of all the escort carriers, but was not used operationally. Note the two twin 4in AA mountings at the stern, while all other British-built escort carriers had only a single twin mounting. (Admiralty)



Mercantile conversion: ACTIVITY.

Displacement: 10,870 tons (14,250 tons full load).
Dimensions: 476¼ (pp)/512¾ (oa) × 66½ × 38d/20 (25 full load) feet. FD 498 × 66 feet.
Machinery: Two shafts, Burmeister & Wain 6cyl (bore 620mm × 1,400mm stroke) diesel engines BHP 12,000 = 18 knots.
Bunkers & radius: O.F. 2,015 tons, 15,000nm @ 16k Petrol 20,000 gal-lons..
Armament: Two 4in AA (1×2), twenty-eight 20mm AA (14×2) guns; fif-teen aircraft & one catapult.
Complement: 520 + 180 (air group).

Mercantile conversion: CAMPANIA.

Displacement: 12,450 tons (15,970 tons full load).
Dimensions: 510 (pp)/540 (oa) × 70 × ...d/19 (22¾ full load) feet. FD 515 × 71 feet.
Machinery: Two shafts, Burmeister & Wain 6cyl (bore 620mm × 1,400mm stroke) diesel engines BHP 12,000 = 17 knots.
Bunkers & radius: O.F. 2,230 tons,nm @ ..k. Petrol gallons.
Armament: Two 4in AA (1×2), sixteen 2pdr AA (4×4), sixteen 20mm AA (8×2) guns; fifteen aircraft & one catapult.
Complement: 700.

Mercantile conversions: NAIRANA, *VINDEX.

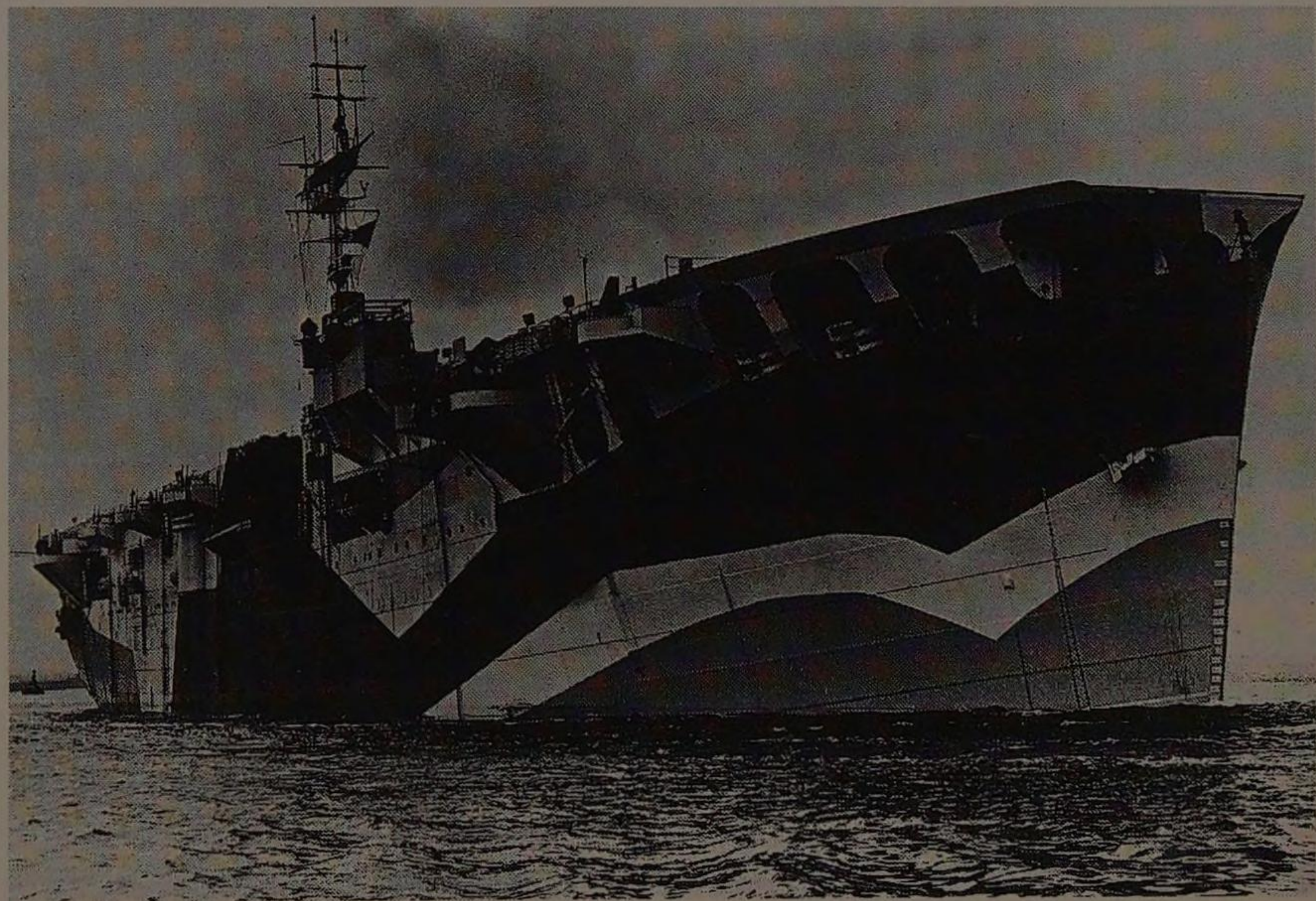
Displacement: 13,825 tons (17,210 tons full load) except * 13,445 tons (16,830 tons full load).
Dimensions: 505¼ (pp)/528 (oa) except * 503¾ (pp)/523¾ (oa) × 68¼ × 34d/21 (25¾ full load) except * 20¾ (25¼ full load) feet. FD 502 × 66 feet.

Machinery: Two shafts, Doxford 5cyl (bore 670mm × 2,320mm stroke) diesel engines BHP 10,700 = 17 knots.
Bunkers & radius: O.F. 1,655 tons,nm @ ..k. Petrol 52,000 gallons.
Armament: Two 4in AA (1×2), sixteen 2pdr AA (4×4), sixteen 20mm AA (8×2) guns; eighteen aircraft & one catapult.
Complement: 728.

Mercantile conversion: PRETORIA CASTLE.

Displacement: 19,650 tons (23,450 tons full load).
Dimensions: 570¾ (pp)/594½ (oa) × 76½ × 45½d/24½ (29¼ full load) feet. FD 560 × 76 feet.
Machinery: Two shafts, Burmeister & Wain 8cyl (bore 620mm × 1,400mm stroke) diesel engines BHP 16,000 = 17 knots.
Bunkers & radius: O.F. 2,430 tons,nm @ ..k. Petrol 74,000 gallons.
Armament: Four 4in AA (2×2), sixteen 2pdr AA (4×4), twenty 20mm AA (10×2) guns; fifteen aircraft & one catapult.
Complement: 700.

Below: A deceptive view of the *Pretoria Castle* only confirmed by the provision of five twin 20mm AA and one multiple 2pdr AA mountings along the starboard side, an arrangement that was duplicated to port.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired ../1/42							
D.94	ACTIVITY <i>ex-Empire Activity,</i> <i>ex-Telemachus</i>	Caledon (Dundee)	Kincaid (Glasgow)	1. 2.40	30. 5.42	15.10.42	Mercantile <i>Breconshire</i> (1946); sold Japanese shipbreaker ../67, arrived Kobe ../67 for scrapping.
Acquired ../3/42							
D.48	CAMPANIA	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	5. 8.41	17. 6.43	7. 3.44	Sold Hughes Bolckow ../55, arrived Blyth 11/11/55 for scrapping.
D.95	NAIRANA	J Brown (Clydebank)	J Brown (Clydebank)	7.11.41	20. 5.43	12.12.43	RNethN KAREL DOORMAN (1946), mercantile <i>Port Victor</i> (1948); sold British shipbreaker ../71, arrived Faslane ../71 for scrapping.
D.15	VINDEXT	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	2. 7.42	4. 5.43	3.12.43	Mercantile <i>Port Vindex</i> (1947); sold Taiwanese shipbreaker ../71, arrived Kaohsiung ../71 for scrapping.
F.61	PRETORIA CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	.....	12.10.38	.....	Mercantile <i>Warwick Castle</i> (1947); sold Spanish shipbreaker ../62, arrived Barcelona ../9/62 for scrapping.

Merchant Aircraft Carriers

These ships were introduced as an interim measure as they could more rapidly be brought into service than the escort carriers, but unfortunately various delays with the supply of their equipment retarded their completion. They were adapted from standard cargo hulls, but sacrificed the cargo 'tween deck spaces so that a hangar and lift could be incorporated aft; while the accommodation had to be re-arranged forward in the absence of conventional superstructure, and a small island bridge was sited well forward on the flight deck. So that they could secure alongside normal commercial berths neither the island nor the gun positions could project beyond the moulded line of the hull. The addition of considerable topweight, in conjunction with a homogeneous cargo, meant that special attention had to be paid to stability. A restriction was placed on the full load draught, and the loss of cargo deadweight was some 3,000 tons (28%) compared with basic design.

Grain ship conversions: EMPIRE MACALPINE, *EMPIRE MACKENDRICK.

7,950 tons gross: 417 (pp)/459 (oa) × 57 × 28¾d/24½ feet (FD 413¾ × 62 feet): one shaft, Doxford 4cyl (bore 600mm × 2,320mm stroke) except * B & W 6cyl (bore 740mm × 1,50mm stroke) diesel engine BHP 3,500/3,300 = 12½ knots, O.F. tons (.....nm @ ...k), petrol 5,000 gallons: one 4in, two 40mm AA (2×1), four 20mm AA (4×1) guns; four aircraft: complement 107.

Below left: The merchant aircraft carrier *Empire MacAlpine* was a conversion from a grain ship. (IWM)

Below right: The mercantile aircraft carrier *Empire MacRae* was also a conversion from a grain ship. (U.S. Navy)

Bottom: The *Empire MacAndrew* was another mercantile aircraft carrier converted from a grain ship. (IWM)

40mm AA (2×1), four 20mm AA (4×1) guns; four aircraft: complement 107.

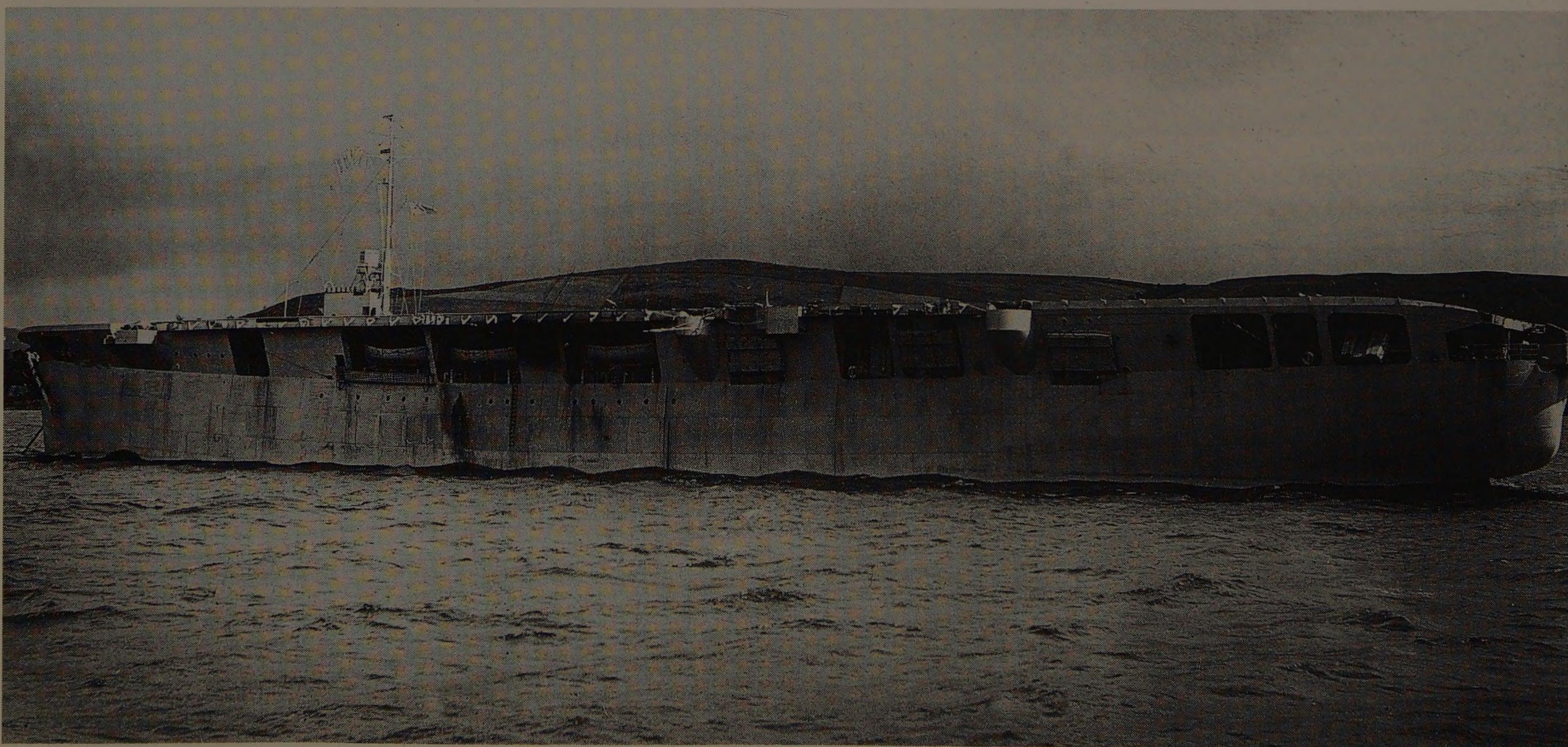
Grain ship conversions: EMPIRE MACANDREW, EMPIRE MACDERMOTT.

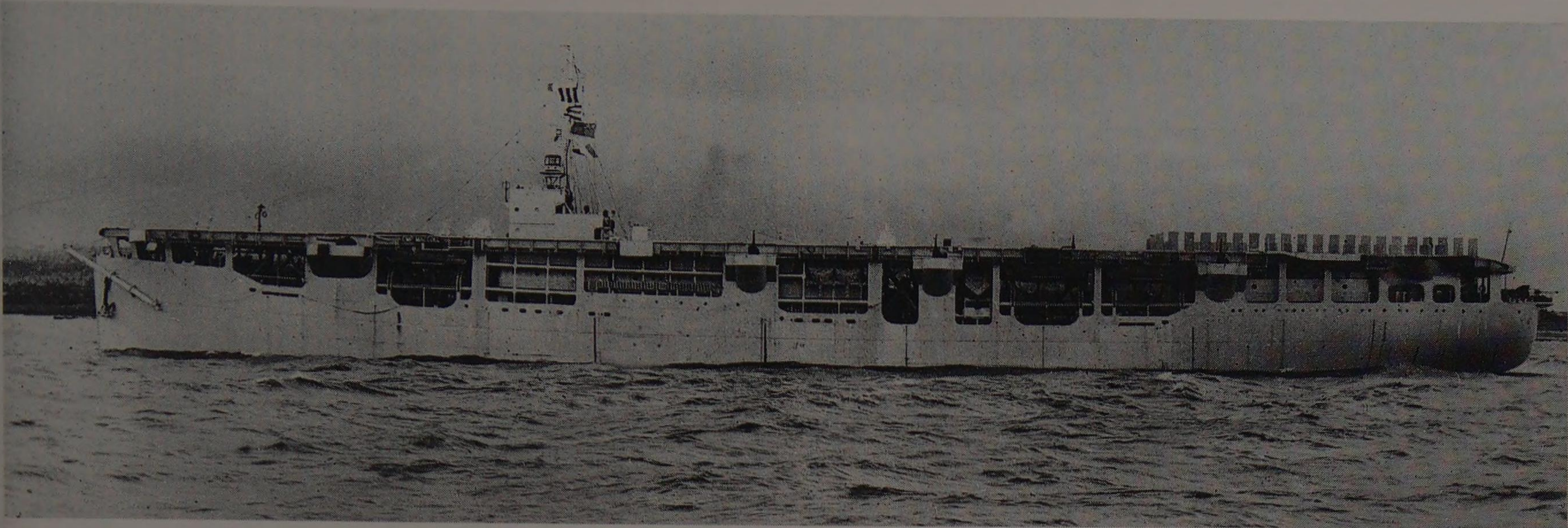
7,950 tons gross: 429¾ (pp)/448½ (oa) × 56¼ × 36¾d/24¾ feet (FD 423 × 62 feet): one shaft, B & W 6cyl (bore 740mm × 1,500mm stroke) diesel engine BHP 3,300 = 12½ knots, O.F. tons (.....nm @ ...k), petrol 5,000 gallons: one 4in, two 40mm AA (2×1), four 20mm AA (4×1) guns; four aircraft: complement 107.

Grain ship conversions: EMPIRE MACRAE, EMPIRE MACCALLUM.

8,250 tons gross: 429½ (pp)/446½ (oa) × 57¾ × 38d/24½ feet (FD 424¼ × 62 feet): one shaft, B & W 6cyl (bore 740mm × 1,500mm) diesel engine BHP 3,300 = 12½ knots, O.F. tons (.....nm @ ...k), petrol 5,000 gallons: one 4in, two 40mm AA (2×1), four 20mm AA (4×1) guns; four aircraft: complement 107.

The conversion of tankers to merchant aircraft carriers lagged behind the programme for grain ships as tanker tonnage was at a premium, and existing vessels could not be released, nor would any delay be entertained with the completion of tankers under construction. This impasse was only resolved by a Government decision that the tankers had to be made available. Unlike the grain ships a hangar could not be provided without completely disrupting pumping arrangements, and the extra time involved to effect this would





not be allowed. However, as the tankers were longer than the grain ships, a longer flight deck could be fitted which permitted deck parking; and this had to be resorted to in spite of its limitations. Four tankers under construction, and nine already in service, were finally selected for conversion.

Tanker conversion: EMPIRE MACKAY.

8,908 tons gross: 463¼ (pp)/479½ (oa) × 61¼ × 33¼d/27 feet (FD 460 × 62 feet): one shaft, B & W 6cyl (bore 740mm × 1,500mm stroke) diesel engine BHP 3,300 = 11 knots, O.F. tons (.....nm @ ...k), petrol 5,000 gallons: one 4in, eight 20mm AA (8×1) guns; four aircraft: complement 122.

Tanker conversion: EMPIRE MACCOLL.

9,133 tons gross: 466¼ (pp)/481½ (oa) × 61¾ × 34d/27½ feet (FD 461 × 62 feet): one shaft, B & W 6cyl (bore 740mm × 1,500mm stroke) diesel engine BHP 3,300 = 11 knots, O.F. tons (.....nm @ ...k), petrol 5,000 gallons: one 4in, eight 20mm AA (8×1) guns; four aircraft: complement 122.

Above: The mercantile aircraft carrier *Empire MacColl* was a conversion from a tanker. (IWM)

Tanker conversion: EMPIRE MACMAHON.

8,856 tons gross: 465¼ (pp)/483 (oa) × 59¼ × 34d/27½ feet (FD 461½ × 62 feet): one shaft, Werkspoor 8cyl (bore 650mm × 1,400mm stroke) diesel engine BHP 3,300 = 11 knots, O.F. tons (.....nm @ ...k), petrol 5,000 gallons: one 4in, eight 20mm AA (8×1) guns; four aircraft: complement 122.

Tanker conversion: EMPIRE MACCABE

9,249 tons gross: 469¾ (pp)/485¾ (oa) × 61¾ × 34d/27½ feet (FD 461 × 62 feet): one shaft, Doxford 4cyl (bore 600mm × 2,320mm stroke) diesel engine BHP 3,300 = 11 knots, O.F. tons (.....nm @ ...k), petrol 5,000 gallons: one 4in, eight 20mm AA (8×1) guns; four aircraft: complement 122.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired .././42							
.....	EMPIRE MACALPINE	Burntisland	Doxford (Sunderland)	.....	23.12.42	14. 4.43	Mercantile <i>Derrynane</i> (1947), <i>Huntsbrook</i> (1951), <i>Suva Breeze</i> (1960), <i>Djatinegeleh</i> (196.), <i>San Ernesto</i> (196.), <i>Pacific Endeavour</i> (1968); sold Wise Investment .././70, arrived Hong Kong .././70 for scrapping.
.....	EMPIRE MACKENDRICK	-do-	Kincaid (Glasgow)	.....	29. 9.43	12.43	Mercantile <i>Grandpond</i> (1951), <i>Condor</i> (1954), <i>Saltersgate</i> (1959); <i>Vassil Levsky</i> (1959); sold
.....	EMPIRE MACANDREW	Denny (Dumbarton)	Kincaid (Glasgow)	.....	3. 5.43	 7.43	Mercantile <i>Derryheen</i> (1947), <i>Cape Grafton</i> (1951), <i>Patricia</i> (1964); sold Chinese shipbreaker .././70, arrived ..... .././70 for scrapping.
.....	EMPIRE MACDERMOTT	-do-	-do-	.....	24. 1.44	.....	Mercantile <i>La Cumbre</i> (1948), <i>Parnon</i> (1959), <i>Starlight</i> (1969); sold
.....	EMPIRE MACRAE	Lithgow (Port Glas- gow)	Kincaid (Glasgow)	.....	21. 6.43	.....	Mercantile <i>Alpha Zambesi</i> (1947), <i>Tobon</i> (1954), <i>Despina C</i> (1967); sold Spanish shipbreaker .././71, arrived ..... .././71 for scrapping.
.....	EMPIRE MACCALLUM	-do-	-do-	.....	12.10.43	.....	Mercantile <i>Doris Clunies</i> (1947), <i>Sunrover</i> (1951), <i>Eudoxia</i> (1959), <i>Phorkyss</i> (1959); sold Japanese shipbreaker .././60, arrived Osaka .././60 for scrapping.
Acquired .././43							
.....	EMPIRE MACKAY	Harland & Wolff (Govan)	Harland & Wolff (Belfast)	.....	17. 6.43	.....	Mercantile <i>British Swordfish</i> (1946); sold Dutch shipbreaker .././59, arrived Rotterdam 21/5/59 for scrapping.
.....	EMPIRE MACCOLL	Cammell Laird (Birk- enhead)	-do-	.....	24. 7.43	.....	Mercantile <i>British Pilot</i> (1946); sold Metal Industries .././62, arrived Faslane .././62 for scrapping.
.....	EMPIRE MACMAHON	Swan Hunter & Wig- ham Richardson (Wallsend)	Hawthorn Leslie (Hebburn)	.....	2. 7.43	.....	Mercantile <i>Naninia</i> (1946); sold British shipbreaker .././60, arrived Hong Kong 17/3/60 for scrapping.
.....	EMPIRE MACCABE	-do-	Doxford	.....	18. 5.43	.....	Mercantile <i>British Escort</i> (1946), <i>Easthill Escort</i> (1959); sold British shipbreaker .././62 arrived Hong Kong .././62 for scrapping.

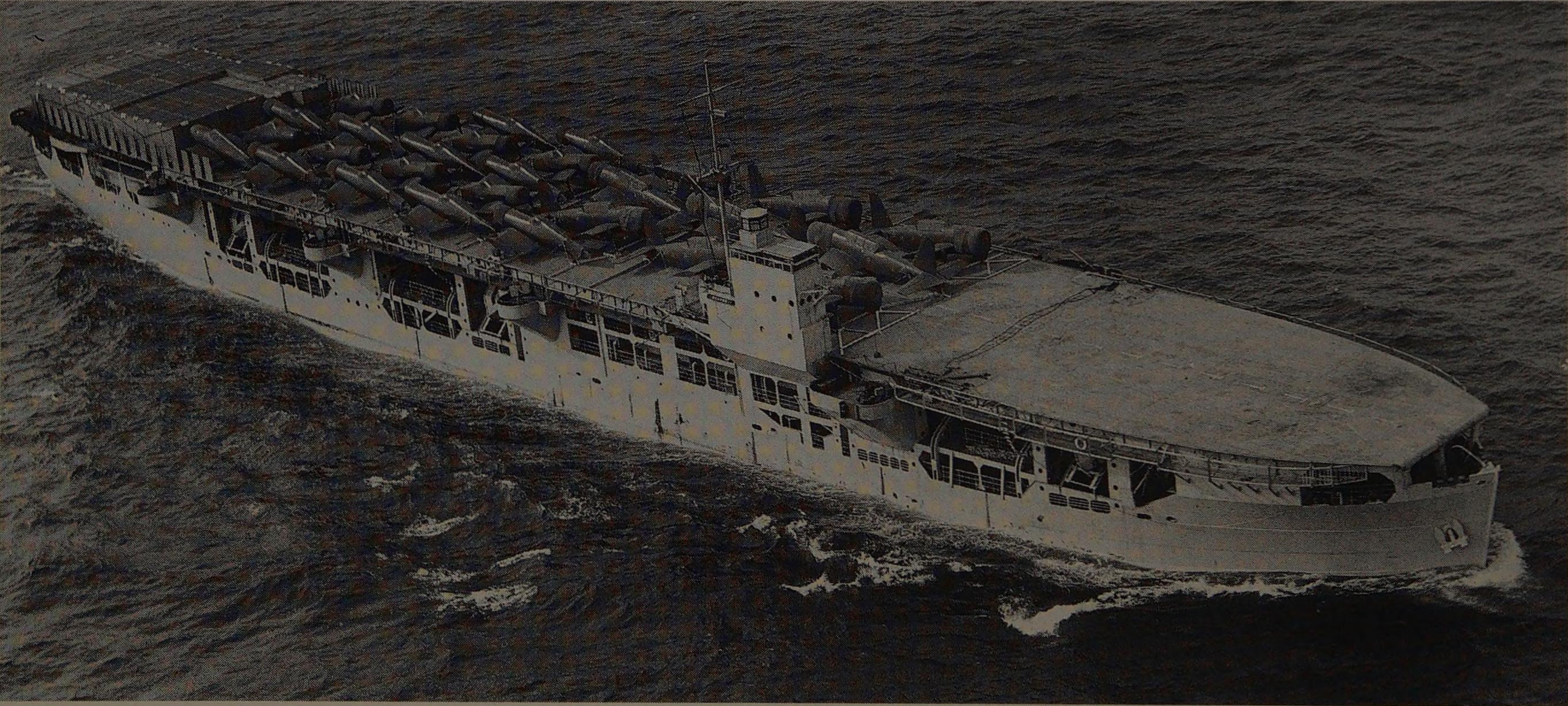
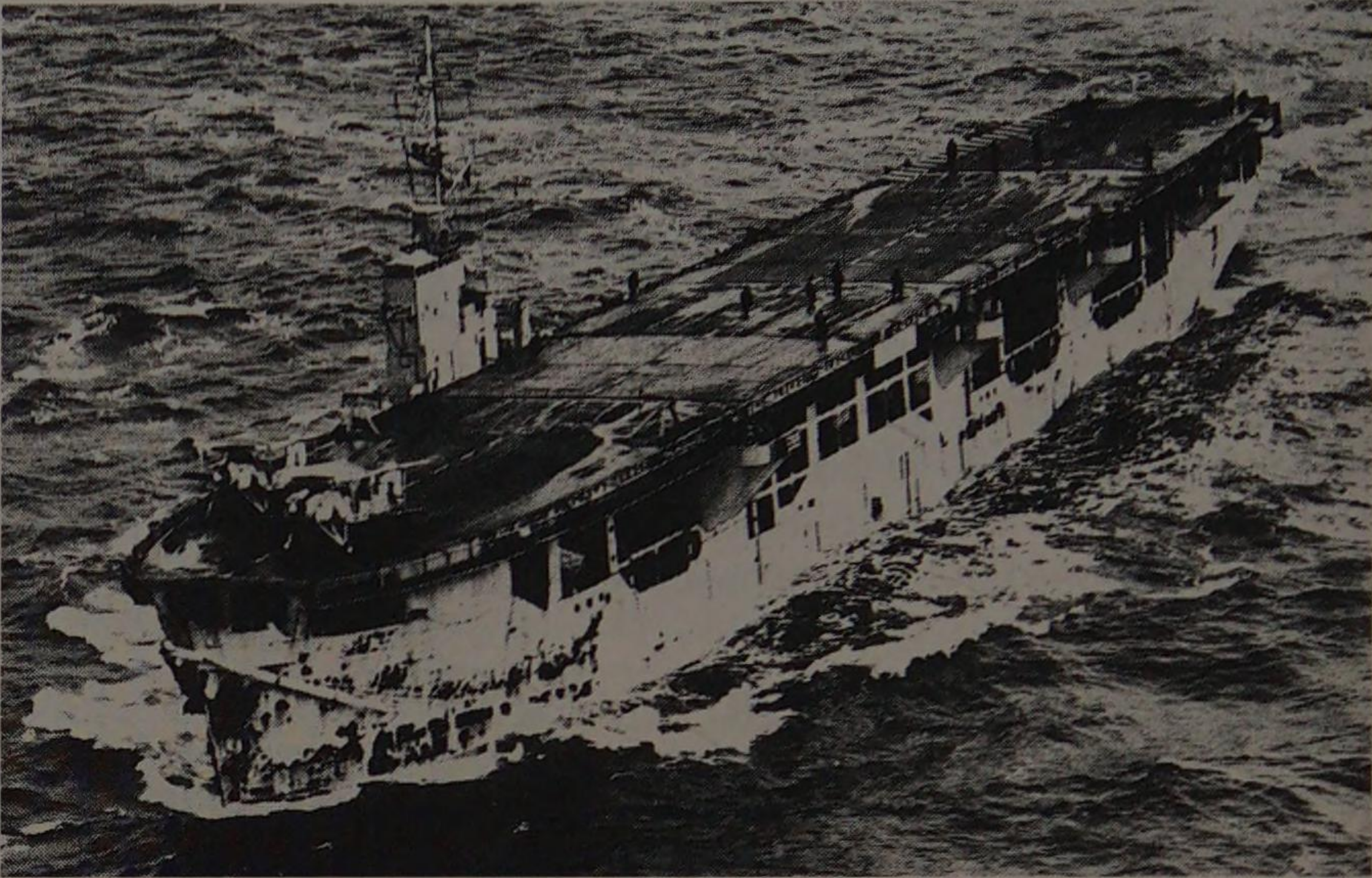
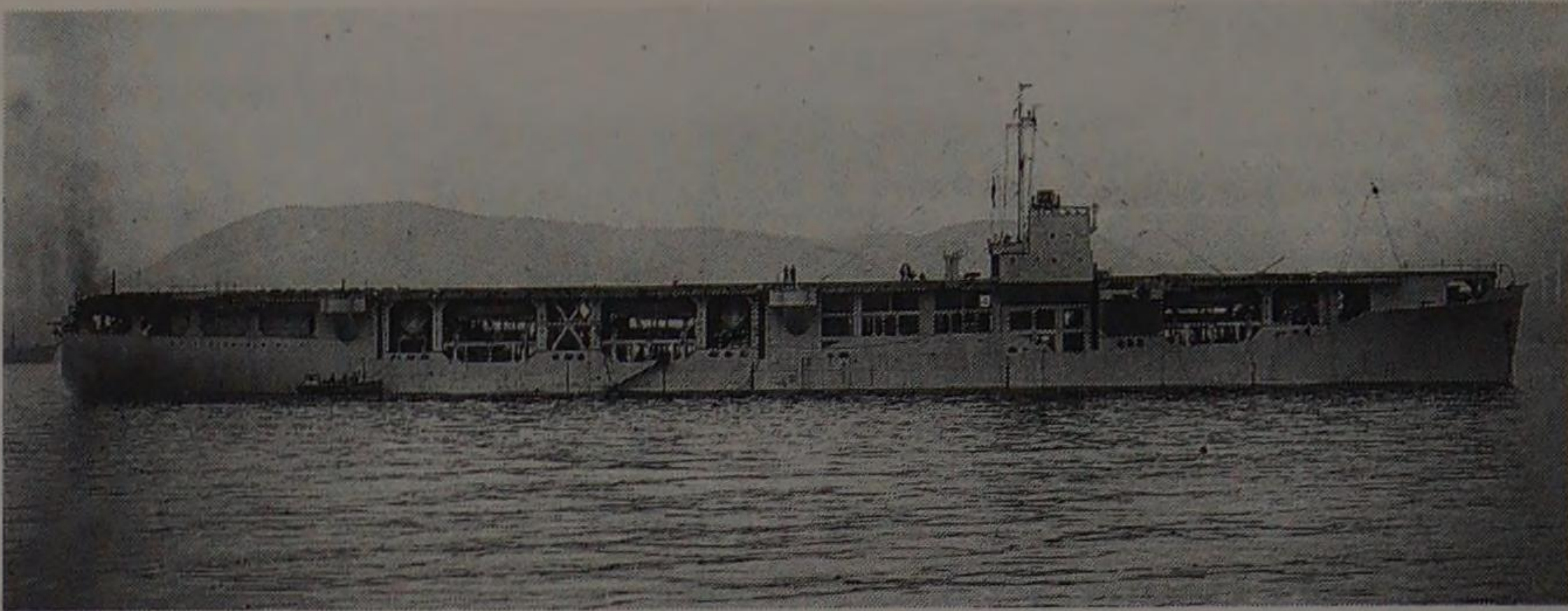
“Rapana” class: *ACAVUS, *ADULA, ALEXIA, *AMASTRA, *ANCYLUS, †GADILA, MACOMA, MIRALDA, RAPANA.

8,000 tons gross: 463 (pp)/481 (oa) except * 465 (pp)/482¾ (oa) × 59¼ × 34d/27½ feet (FD 461¾ × 62 feet): one shaft, Sulzer 8cyl (bore 650mm × 1,400mm stroke) except † MAN 8cyl (bore 650mm × 1,400mm stroke) diesel engine BHP 4,000 except * 3,500 = 12¾ knots, O.F. tons (.....nm @ 12k), petrol 5,000 gallons: one 4in, two 40mm AA (2×1), six 20mm AA (6×1) guns; four aircraft: complement 54 (mercantile) + 64 (naval).

These were all conversions from existing tankers to merchant aircraft carriers, with the flight deck added over the superstructure, so that only the bridge deck and the funnel had to be removed, and the former replaced by a small island bridge. Aircraft were stowed at the aft end of the flight deck, with partial protection from the weather by a cross-deck palisade, and hinged side screens. As a result of these alterations cargo deadweight was reduced by about 1,230 tons (10%), and they only carried crude oil while serving as MACs.

All these vessels were owned by the Anglo-Saxon Petroleum Co., which had an international fleet, so that the *Gadila* and the *Macoma* were operated under the Netherlands mercantile flag.

Right, upper: The *Rapana* was a tanker conversion to a merchant aircraft aircraft carrier. (IWM)
Right, lower, and below: The *Ancylus* (right) and the *Acavus* (below) were also tanker conversions to merchant aircraft carriers. (U.S. Navy)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired .././43							
	ACAVUS	Workman Clark (Belfast)	Hawthorn Leslie (Hebburn)	.....	24.11.34	.....	Mercantile <i>Iacra</i> (1952); sold French shipbreaker .././62, arrived La Seyne 18/4/63 for scrapping.
	ADULA	Blythswood (Scotstoun)	Kincaid (Glasgow)	.....	28. 1.37	.....	Sold T W Ward .././53, arrived Briton Ferry 15/5/53 for scrapping.
	ALEXIA	Bremer Vulkan (Vegesack)	Bremer Vulkan (Vegesack)	.....	20.12.34	.....	Mercantile <i>Ianthina</i> (1951); sold Hughes Bolckow .././54, arrived Blyth 17/8/54 for scrapping.
	AMASTRA	Lithgow (Port Glasgow)	Kincaid (Glasgow)	.....	18.12.34	.....	Mercantile <i>Idas</i> (1951); sold Italian shipbreaker .././54, arrived La Spezia 4/12/54 for scrapping.
	ANCYLUS	Swan Hunter & Wigham Richardson (Wallsend)	Hawthorn Leslie (Hebburn)	.....	9.10.34	.....	Mercantile <i>Imbricaria</i> (1952); sold Italian shipbreaker .././54, arrived La Spezia 4/12/54 for scrapping
	GADILA	Howaldtswerke (Kiel)	Howaldtswerke (Kiel)	.....	1.12.34	.....	Sold British shipbreaker .././58, arrived Hong Kong 6/6/58 for scrapping.

MACOMA	Nederlandse Dok & Scheepsbouw (Amsterdam)	Werkspoor (Amsterdam)	.....	31.12.35	.....	Sold British shipbreaker .././59, arrived Hong Kong 14/12/59 for scrapping.
MIRALDA	-do-	-do-	.....	..... 7.36	.....	Mercantile <i>Marisa</i> (1950); sold British shipbreaker .././60, arrived Hong Kong 21/7/60 for scrapping.
RAPANA	Wilton-Fijenoord (Schiedam)	Wilton-Fijenoord (Schiedam)	.....	..... 4.35	.....	Mercantile <i>Rotula</i> (1950); sold British shipbreaker .././57, arrived Hong Kong ../1/58 for scrapping.

Aircraft Transports

Mercantile conversions: ATHENE, *ENGADINE.

This pair of standard Clan Line fast cargo ships were taken over at an early stage in their construction, and were modified for service first as seaplane carriers, and then as aircraft transports. In the latter role they carried replacement aircraft for operational squadrons—cased or uncased, or both—in their holds and on deck, were naval manned, and were invariably independently routed.

As altered No. 1 hatch was retained, Nos. 2 and 3 hatches (the position of the latter and the bridge were transposed) were plated over by superstructure and a deck park, No. 4 hatch was also retained, and a large hangar—able to accommodate three Walrus amphibians—was built over No. 5 hatch. They were lightly rigged with two masts carrying AW.286 RDF at the mastheads, and so as not to mask the arcs of fire of the foc’s’le guns the foremast was made a tripod to eliminate shrouds; and a small naval pattern bridge was fitted.

ATHENE, ENGADINE: LEGEND PARTICULARS

- Displacement:** 9,435 tons (11,232 tons full load) except * 9,190 tons (10,650 tons full load).
Dimensions: 463¾ (pp)/487¾ (oa) × 63 × 32½d/17½ (23 full load) except * 17¾ (22 full load) feet.
Machinery: Five SE cylindrical boilers (220lb/in²), two shafts, reciprocating (VTE cyl 26in:42in:68in × 48in stroke) and Bauer-Wach exhaust DR geared turbine IHP 8,300 + SHP ... = 16 knots.
Bunkers & radius: O.F. 985 tons + 145 tons D.O.,nm @ ...k. Petrol 28,500 gallons.
Protection: Box citadel magazines 1½in (sides)/2in (crowns).
Armament: One 4·7in, one 4in AA, four 2pdr AA (4×1), ten 20mm AA (10×1) guns; forty (crated without wings)/twenty (uncrated) aircraft.
Complement:

Below: The aircraft transport *Engadine* could also function as a seaplane carrier by operating amphibian aircraft stowed in the hangar aft. (U.S. Navy)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ../8/40							
D.25	ATHENE ex- <i>Clan Brodie</i>	Greenock Dockyard	Kincaid (Glasgow)	12.39	1.10.40	27. 9.41	Completed J Brown (Clydebank), mercantile <i>Clan Brodie</i> (1946); sold British shipbreaker .././63, arrived Hong Kong ../6/63 for scrapping.
D.71	ENGADINE ex- <i>Clan Buchanan</i>	Denny (Dumbarton)	-do-	16. 3.40	26. 5.41	17.11.41	Mercantile <i>Clan Buchanan</i> (1946); sold J A de Gali (Valencia) & G M Alacreu (Valencia) .././62, arrived Cartagena 14/11/62 for scrapping.



Embarked Carrier Aircraft

Furious

- 9/39 801 Sqn 9 Skua/816 Sqn 9 Swordfish/818 Sqn 9 Swordfish
- 5/40 804 Sqn 6 Sea Gladiator/816 Sqn 9 Swordfish/818 Sqn 9 Swordfish
- 6/40 801 Sqn 6 Skua/807 Sqn 9 Fulmar/825 Sqn 9 Swordfish
- 7/40 801 Sqn 9 Skua/816 Sqn 9 Swordfish/825 Sqn 9 Swordfish
- 4/41 800 Sqn 12 Skua
- 5/41 800X Flight 3 Fulmar II
- 6/41 800 Sqn 9 Fulmar/812 Sqn 9 Swordfish/816 Sqn 9 Swordfish/817 Sqn 9 Albacore/880A Flight 4 Sea Hurricane
- 11/42 801 Sqn ? Seafire/807 Sqn 12 Seafire LIIC/822 Sqn ? Albacore
- 2/43 801 Sqn 9 Seafire/822 Sqn 9 Albacore/825 Sqn 9 Swordfish + 6 Sea Hurricane/827 Sqn 12 Barracuda/
- 830 Sqn 9 Barracuda/881 Sqn 6 Martlet IV
- 4/44 801 Sqn 6 Seafire IB/831 Sqn 9 Barracuda II/880 Sqn 8 Seafire LIIC
- 7/44 842 Flight 3 Swordfish/880 Sqn 3 Seafire LIIC/1840 Sqn 20 Hellcat II
- 8/44 801 Sqn 12 Seafire FIII/827 Sqn 9 Barracuda II/880 Sqn 12 Seafire LIIC

Argus

- 11/39 14 aircraft inc Swordfish (training)
- 6/40 812 Sqn 9 Swordfish/825 Sqn 2 Swordfish
- 8/40 821X Flight 3 Swordfish
- 4/41 812 Sqn 12 Swordfish
- 5/41 800Y Flight 3 Fulmar II
- 8/41 802B Flight 2 Martlet III
- 9/41 802Y Flight 2 Martlet
- 11/41 807 Sqn 4 Fulmar + 2 Sea Hurricane/812 Sqn 4 Swordfish
- 1/42 807 Sqn 4 Fulmar/824 Sqn 4 Swordfish
- 11/42 Sqn ? Seafire/..... Sqn ? Seafire

Eagle (torpedoed German submarine U.73 11/8/42)

- 9/39 813 Sqn 9 Swordfish/824 Sqn 9 Swordfish
- 6/40 813 Sqn 9 Swordfish/813 Flight 3 Sea Gladiator/824 Sqn 9 Swordfish
- 12/40 813 Sqn 9 Swordfish/813 Flight 3 Sea Gladiator + 2 Skua/824 Sqn 9 Swordfish
- 2/41 813 Sqn 9 Swordfish/813 Flight 3 Sea Gladiator + 2 Fulmar/824 Sqn 9 Swordfish
- 5/41 813 Sqn 9 Swordfish/824 Sqn 9 Swordfish
- 10/41 813 Sqn 9 Swordfish/813 Flight 2 Sea Hurricane/824 Sqn 9 Swordfish
- 2/42 801 Sqn 12 Sea Hurricane/813 Sqn 9 Swordfish + 4 Sea Hurricane/824 Sqn 9 Swordfish
- 6/42 801 Sqn 12 Sea Hurricane/813 Flight 4 Sea Hurricane
- 8/42 801 Sqn 12 Sea Hurricane + 4 spare/813 Flight 4 Sea Hurricane

Hermes (bombed IJN aircraft 9/4/42)

- 9/39 814 Sqn 12 Swordfish
- 6/40 814 Sqn 12 Swordfish
- 2/41 814 Sqn 12 Swordfish
- 4/42 814 Sqn 12 Swordfish

Courageous (torpedoed German submarine U.29 17/9/39)

- 9/39 811 Sqn 12 Swordfish/822 Sqn 12 Swordfish

Glorious (gunfire German battlecruisers SCHARNHORST & GNEISENAU .. /6/40)

- 9/39 802 Sqn 6 Sea Gladiator/812 Sqn 12 Swordfish/823 Sqn 12 Swordfish/825 Sqn 12 Swordfish

- 11/39 802 Sqn 12 Sea Gladiator/812 Sqn 12 Swordfish/823 Sqn 12 Swordfish/825 Sqn 12 Swordfish
- 4/40 802 Sqn 9 Sea Gladiator/803 Sqn 11 Skua/804 Sqn 9 Sea Gladiator
- 6/40 802 Sqn 9 Sea Gladiator/823 Sqn 9 Swordfish

Ark Royal (torpedoed German submarine U.81 13/11/41)

- 9/39 800 Sqn 9 Skua/3 Sqn 9 Skua/810 Sqn 12 Swordfish/814 Sqn 12 Swordfish/820 Sqn 9 Swordfish + 1 Walrus
- 10/39 800 Sqn 8 Skua/810 Sqn 12 Swordfish/820 Sqn 9 Swordfish
- 4/40 800 Sqn 9 Skua + 2 Roc/801 Sqn 9 Skua + 3 Roc/810 Sqn 12 Swordfish/820 Sqn 9 Swordfish/700 Sqn 1 Walrus
- 5/40 800 Sqn 12 Skua/803 Sqn 11 Skua/810 Sqn 12 Swordfish/820 Sqn 9 Swordfish
- 6/40 800 Sqn 12 Skua/803 Sqn 12 Skua/810 Sqn 12 Swordfish/820 Sqn 9 Swordfish/701 Sqn 5 Walrus
- 8/40 800 Sqn 12 Skua/803 Sqn 12 Skua/810 Sqn 12 Swordfish/818 Sqn 9 Swordfish/820 Sqn 9 Swordfish
- 10/40 808 Sqn 12 Fulmar (replaced 803 Sqn)
- 4/41 807 Sqn 12 Fulmar/808 Sqn 12 Fulmar/810 Sqn 12 Swordfish/818 Sqn 9 Swordfish/820 Sqn 9 Swordfish
- 5/41 800X Flight 3 Fulmar II/807 Sqn 12 Fulmar II (9 detached)/808 Sqn 12 Fulmar II/810 Sqn 12 Swordfish/818 Sqn 9 Swordfish/ 820 Sqn 9 Swordfish
- 6/41 825 Sqn 9 Swordfish (replaced 820 Sqn)
- 7/41 816 Sqn 9 Swordfish (replaced 818 Sqn)
- 9/41 812 Sqn 12 Swordfish (replaced 810 Sqn)

Illustrious

- 6/40 806 Sqn ? Skua/815 Sqn ? Swordfish/819 Sqn ? Swordfish
- 3/41 806 Sqn 15 Fulmar/815 Sqn 9 Swordfish/813 Sqn 4 Swordfish + 2 Sea Gladiator/819 Sqn 9 Swordfish/824 Sqn 2 Swordfish
- 5/42 810 Sqn 8 Swordfish/829 Sqn 12 Swordfish/881 Sqn 12 Martlet II/882 Sqn 8 Martlet + 1 Fulmar NF
- 9/42 806 Sqn 6 Fulmar II/810 Sqn 9 Swordfish/829 Sqn 9 Swordfish/881 Sqn 23 Martlet II
- 7/43 809 Sqn 12 Martlet IV/810 Sqn 12 Barracuda II/878 Sqn 12 Martlet IV/894 Sqn 10 Seafire IIC
- 9/43 878 Sqn 14 Martlet IV/890 Sqn 14 Martlet IV/894 Sqn 4 Seafire IIC (6 detached)
- 12/43 810 Sqn 12 Barracuda II/847 Sqn ? Barracuda/1830 Sqn 14 Corsair/1833 Sqn 14 Corsair
- 4/44 810 Sqn 9 Barracuda II/847 Sqn 6 Barracuda II/1830 Sqn 14 Corsair II/1833 14 Corsair II/1837 Sqn 14 Corsair II
- 5/44 810 Sqn 12 Barracuda II/832 Sqn 9 Avenger I/845 Sqn 9 Avenger I/847 Sqn 9 Barracuda II/1830 Sqn 14 Corsair II/1833 Sqn 14 Corsair II
- 7/44 810 Sqn 9 Barracuda II/1830 Sqn 14 Corsair II/1833 Sqn 14 Corsair II/1837 Sqn 14 Corsair II
- 12/44 854 Sqn 21 Avenger II/1830 Sqn 18 Corsair II/1833 Sqn 18 Corsair II
- 1/45 854 Sqn 21 Avenger I & II/1830 Sqn 16 Corsair II/1833 Sqn 16 Corsair II
- 2/45 854 Sqn 16 Avenger II/1830 Sqn 18 Corsair II/1833 Sqn 18 Corsair II

Victorious

- 2/41 825 Sqn 9 Swordfish

5/41 800Z Flight 6 Fulmar II/825 Sqn 9 Swordfish
 6/41 820 Sqn 12 Swordfish (replaced by 12 Albacore)
 7/41 809 Sqn 12 Fulmar/817 Sqn 9 Albacore/827 Sqn 12 Albacore/828 Sqn 9 Albacore
 8/41 802B Flight 2 Martlet III/817 Sqn 9 Albacore/832 Sqn 12 Albacore
 11/41 820 Sqn 12 Albacore (replaced 832 Sqn)
 6/42 885 Sqn 6 Sea Hurricane
 7/42 884 Sqn 6 Fulmar
 8/42 809 Sqn 6 Fulmar
 8/42 809 Sqn 12 Fulmar/817 Sqn 2 Albacore (9 detached)/832 Sqn 12 Albacore/884 Sqn 6 Fulmar/885 Sqn 6 Sea Hurricane
 9/42 884 Sqn 6 Seafire
 10/42 882 Sqn 12 Wildcat
 1/43 832 Sqn 15 Avenger
 2/43 896 Sqn 6 Wildcat/898 Sqn 12 Wildcat
 5/43 832 Sqn 15 Tarpon I/882 Sqn 12 Wildcat IV/896 Sqn 12 Wildcat/898 Sqn 12 Wildcat
 2/44 829 Sqn 12 Barracuda/1834 Sqn 14 Corsair
 3/44 1836 Sqn 14 Corsair
 4/44 827 Sqn 9 Barracuda II/829 Sqn 12 Barracuda II/1834 Sqn 14 Corsair II/1836 Sqn 14 Corsair II
 5/44 831 Sqn 12 Barracuda
 7/44 1834 Sqn 14 Corsair II/1836 Sqn 14 Corsair II/1838 Sqn 11 Corsair II
 8/44 822 Sqn 21 Barracuda/1834 Sqn 14 Corsair/1836 Sqn 14 Corsair
 9/44 822 Sqn 12 Barracuda/1834 Sqn 18 Corsair II/1836 Sqn 18 Corsair
 10/44 1834 Sqn 19 Corsair II/1836 Sqn 18 Corsair II
 11/44 849 Sqn 19 Avenger/1834 Sqn 18 Corsair/1836 Sqn 18 Corsair/1700 Sqn 2 Walrus SAR
 1/45 849 Sqn 19 Avenger II/1700 Sqn 2 Walrus SAR/1834 Sqn 18 Corsair II/1836 Sqn 16 Corsair II
 2/45 849 Sqn 14 Avenger II/1700 Sqn 2 Walrus SAR/1834 Sqn 19 Corsair II/1836 Sqn 18 Corsair II
 7/45 849 Sqn 16 Avenger II/1700 Sqn 2 Walrus SAR/1834 Sqn 19 Corsair II & IV/1836 Sqn 18 Corsair II & IV

Formidable

11/40 826 Sqn 12 Albacore/829 Sqn 9 Albacore
 2/41 803 Sqn 12 Fulmar/826 Sqn 12 Albacore/829 Sqn 9 Albacore
 3/41 803 Sqn 12 Fulmar/806 Sqn 8 Fulmar/826 Sqn 12 Albacore/829 Sqn 9 Albacore & Swordfish
 4/42 820 Sqn 21 Albacore + 1 Swordfish/888 Sqn 16 Martlet
 5/43 820 Sqn 12 Albacore/885 Sqn 5 Seafire IIC/888 Sqn 14 Martlet IV/893 Sqn 14 Martlet IV
 9/43 820 Sqn 12 Albacore/885 Sqn 3 Seafire IIC (2 detached)/888 Sqn 7 Martlet IV (9 detached)/893 Sqn 8 Martlet IV (8 detached)
 7/44 827 Sqn 12 Barracuda/830 Sqn 12 Barracuda/1841 Sqn 18 Corsair
 8/44 826 Sqn 12 Barracuda II/828 Sqn 12 Barracuda II/1841 Sqn 18 Corsair II/1842 Sqn 12 Corsair II
 3/45 848 Sqn 18 Avenger II/1841 Sqn 18 Corsair IV/1842 Sqn 18 Corsair IV
 7/45 848 Sqn 12 Avenger II/1841 Sqn 18 Corsair IV/1842 Sqn 18 Corsair IV/1844 Sqn 4 Hellcat II + 2 Hellcat PR II

Indomitable

10/41 800 Sqn 12 Fulmar
 4/42 800 Sqn 12 Fulmar/827 Sqn 12 Albacore/831 Sqn 12 Albacore/880 Sqn 9 Sea Hurricane
 5/42 800 Sqn 8 Fulmar/806 Sqn 4 Fulmar/827 Sqn 12 Albacore/831 Sqn 12 Albacore/880 Sqn 9 Sea Hurricane
 8/42 800 Sqn 12 Sea Hurricane IB/806 Sqn 10 Martlet II/827 Sqn 12 Albacore/831 Sqn 12 Albacore/880 Sqn 12 Sea Hurricane IB

5/43 807 Sqn 12 Seafire LIIC/817 Sqn 15 Albacore/880 Sqn 14 Seafire IIC/899 Sqn 14 Seafire IIC
 8/44 815 Sqn 12 Barracuda II/817 Sqn 12 Barracuda II/1839 Sqn 12 Hellcat/1844 Sqn 12 Hellcat
 12/44 857 Sqn 21 Avenger II/1839 Sqn 15 Hellcat I/1844 Sqn 14 Hellcat
 1/45 857 Sqn 21 Avenger II/1839 Sqn 15 Hellcat I/1844 Sqn 14 Hellcat I
 2/45 857 Sqn 15 Avenger II/1839 Sqn 15 Hellcat I & II/1844 Sqn 14 Hellcat I & II
 5/45 857 Sqn 15 Avenger II/1839 Sqn 17 Hellcat I & II/1844 Sqn 16 Hellcat I & II

Implacable

10/44 801 Sqn 10 Seafire FIII/828 Sqn 12 Barracuda II/841 Sqn 12 Barracuda II (amalgamated with 828 Sqn 11/44)/880 Sqn 12 Seafire LIII/887 Sqn 12 Seafire FIII/894 Sqn 10 Seafire FIII/1771 Sqn 12 Firefly I
 6/45 801 Sqn 24 Seafire LIII/828 Sqn 21 Avenger II/880 Sqn 24 Seafire LIII & FRIII/1771 Sqn 11 Firefly I
 7/45 1771 Sqn 12 Firefly I

Indefatigable

6/44 820 Sqn 12 Barracuda II/826 Sqn 12 Barracuda II/894 Sqn 12 Seafire FIII/1770 Sqn 12 Firefly I
 8/44 820 Sqn 12 Barracuda II/887 Sqn 12 Seafire FIII/894 Sqn 12 Seafire FIII/1770 Sqn 12 Firefly I/1840 Sqn 12 Hellcat I
 1/45 820 Sqn 21 Avenger II/887 Sqn 16 Seafire FIII/888 Sqn 6 Hellcat PR II/894 Sqn 16 Seafire LIII
 1/45 820 Sqn 21 Avenger II/887 Sqn 24 Seafire FIII/894 Sqn 16 Seafire LIII/1770 Sqn 12 Firefly
 3/45 820 Sqn 20 Avenger II/887 Sqn 22 Seafire FIII/894 Sqn 18 Seafire LIII/1770 Sqn 12 Firefly I
 7/45 820 Sqn 21 Avenger II/887 Sqn 15 Seafire FIII + 9 Seafire LIII/894 Sqn 16 Seafire LIII/1772 Sqn 12 Firefly I

Unicorn

3/43 800 Sqn 12 Sea Hurricane IIB & IIC
 5/43 818 Sqn 9 Swordfish/ 824 Sqn 9 Swordfish
 7/43 818 Sqn 4 Swordfish/824 Sqn 9 Swordfish/887 Sqn 10 Seafire
 9/43 809 Sqn 10 Seafire IIC/818 Flight 3 Swordfish/885 Sqn 2 Seafire IIC (detachment)/887 Sqn 10 Seafire IIC/888 Sqn 9 Martlet IV (detachment)/893 Sqn 8 Martlet IV (detachment)/894 Sqn 6 Seafire IIC (detachment)/897 Sqn 10 Seafire IIC

Colossus

8/45 827 Sqn 18 Barracuda/1846 Sqn 24 Corsair

Glory

8/45 837 Sqn 18 Barracuda/1831 Sqn 21 Corsair

Venerable

8/45 814 Sqn 18 Barracuda/1851 Sqn 21 Corsair

Vengeance

8/45 812 Sqn 18 Barracuda/1850 Sqn 24 Corsairs

Audacity (torpedoed German submarine U.751 21/12/41)

8/41 802 Sqn 6 Martlet
 9/41 802 Sqn 6 Martlet III
 11/41 802 Sqn 8 Martlet II/III

Archer

1/42 Sqn 11 Martlet

- 3/42 834 Sqn 4 Swordfish/12 Martlet (for *Illustrious*)
- 4/42 834 Sqn 4 Swordfish/882 Sqn 2 Martlet (4 detached)
- 2/43 819 Sqn 6 Swordfish/892 Sqn 6 Martlet
- 5/43 819 Sqn 9 Swordfish I & II/892 Sqn 3 Martlet
- 7/43 819 Sqn 8 Swordfish I & II/892 Sqn 4 Martlet

Attacker

- 12/42 838 Sqn 4 Swordfish
- 3/43 840 Sqn 4 Swordfish
- 7/43 879 Sqn 9 Seafire LIIC/886 Sqn 10 Seafire IIC/LIIC
- 9/43 879 Sqn 10 Seafire LIIC/886 Sqn 9 Seafire LIIC
- 12/43 879 Sqn 10 Seafire LIIC/886 Sqn 10 Seafire LIIC
- 3/44 879 Sqn 20 Seafire LIIC
- 4/44 879 Sqn 24 Seafire LIII + 4 Seafire LRIIC
- 7/44 879 Sqn 15 Seafire LIIC + 5 Seafire LRIIC

Avenger (torpedoed German submarine U.155 15/11/42)

- 6/41 802 Sqn 6 Sea Hurricane/825 Flight 3 Swordfish/883 Sqn 6 Sea Hurricane + 6 spare
- 4/42 816 Sqn 4 Swordfish
- 8/42 802 Sqn 6 Sea Hurricane IIB & IIC/825 Sqn 3 Swordfish/882 Sqn 6 Sea Hurricnae IIB & IIC + 6 spare

Battler

- 6/43 808A Flight 4 Seafire IIC/LIIC/835 Sqn 9 Swordfish II
- 9/43 807 Sqn 9 Seafire LIIC/808 Sqn 9 Seafire LIIC
- 10/43 834 Sqn 8 Swordfish I + 4 Swordfish II + 6 Seafire IIC
- 5/44 834 Sqn 6 Wildcat V (replaced Seafire IIC)

Biter

- 10/42 800 Sqn 15 Sea Hurricane IB IC & IIB
- 4/43 811 Sqn 9 Swordfish + 3 Wildcat
- 10/43 811 Sqn 6 Swordfish + 6 Wildcat
- 1/44 811 Sqn 11 Swordfish + 4 Wildcat
- 4/44 811 Sqn 11 Swordfish II + 7 Wildcat IV

Chaser

- 5/43 845 Sqn ? Avenger
- 2/44 816 Sqn 11 Swordfish + 11 Wildcat
- 2/45 899 Sqn 24 Seafire LIII

Dasher (internal explosion 27/3/43)

- 7/42 Sqn 4 Swordfish
- 10/42 Sqn 6 Sea Hurricane/..... Sqn 6 Sea Hurricane
- 2/43 816 Sqn 6 Swordfish/837 Sqn 6 Swordfish/891 Sqn 6 Sea Hurri-cane IIB

Fencer

- 8/43 842 Sqn 9 Swordfish II + 6 Seafire 1B
- 10/43 700 Sqn 1 Walrus/842 Sqn 9 Swordfish II + 6 Seafire IB
- 11/43 842 Sqn 9 Swordfish + 4 Wildcat IV + 4 Seafire
- 2/44 11 Swordfish II + 9 Wildcat IV/V
- 4/44 842 Sqn 12 Swordfish II + 8 Wildcat V
- 5/44 842 Sqn 11 Swordfish + 9 Wildcat
- 6/44 842 Sqn 8 Wildcat/881 Sqn 10 Wildcat
- 10/44 842 Sqn 4 Wildcat/852 Sqn 4 Avenger + 4 Wildcat

Hunter

- 7/43 834 Sqn 6 Swordfish + 6 Seafire LIIC
- 8/43 834 Flight 6 Seafire LIIC/899 Sqn 14 Seafire LIIC
- 5/44 807 Sqn 22 Seafire LIII + 2 Seafire LRIIC + 1 Swordfish
- 9/44 807 Sqn 15 Seafire LIIC + 5 Seafire LRIIC

- 4/45 807 Sqn 24 Seafire LIII + 1 Seafire FRIII
- 9/45 807 Sqn 26 Seafire LIII & FRIII

Puncher

- 2/45 821 Sqn 9 Barracuda III + 12 Wildcat VI

Pursuer

- 2/44 881 Sqn 10 Wildcat V/896 Sqn 10 Wildcat V
- 4/44 881 Sqn 10 Wildcat V/896 Sqn 10 Wildcat V
- 8/44 881 Sqn 24 Wildcat IV
- 9/44 881 Sqn 20 Wildcat VI
- 11/44 881 Sqn 20 Wildcat

Searcher

- 4/44 882 Sqn 10 Wildcat V/898 Sqn 10 Wildcat V
- 6/44 882 Sqn 10 Wildcat V/898 Sqn 10 Wildcat V
- 8/44 882 Sqn 28 Wildcat V
- 9/44 882 Sqn 20 Wildcat VI
- 3/45 746A Flight 2 Firefly/882 Sqn 20 Wildcat

Speaker

- 3/45 1840 Sqn 16 Hellcat I

Stalker

- 9/43 833 Flight 6 Seafire LIIC/880 Sqn 13 Seafire LIIC
- 10/43 833 Sqn 6 Swordfish
- 5/44 809 Sqn 13 Seafire LIII + 6 Seafire LIIC + 4 Seafire LRIIC
- 9/44 809 Sqn 15 Seafire LIIC + 5 Seafire LRIIC
- 4/45 809 Sqn 24 Seafire LIII & FRIII
- 6/45 809 Sqn 24 Seafire LIII/1700 Sqn 1 Walrus (SAR)
- 9/45 809 Sqn 24 Seafire LIII & FRIII/1700 Sqn 1 Walrus (SAR)

Striker

- 12/43 824 Sqn 9 Swordfish + 6 Sea Hurricane
- 4/44 824 Sqn 12 Swordfish + 6 Sea Hurricane
- 5/44 824 Sqn 12 Swordfish/898 12 Wildcat
- 6/44 824 Sqn 12 Swordfish + 10 Wildcat
- 8/44 824 Sqn 12 Swordfish II + 10 Wildcat IV + 2 spare
- 9/44 824 Sqn 12 Swordfish + 10 Wildcat

Tracker

- 9/43 816 Sqn 9 Swordfish + 6 Seafire
- 10/43 816 Sqn 6 Swordfish + 6 Seafire
- 1/44 846 Sqn 12 Avenger + 7 Wildcat
- 3/44 846 Sqn 12 Avenger + 7 Wildcat
- 4/44 842 Sqn 11 Swordfish + 9 Wildcat
- 10/44 853 Sqn 10 Avenger II + 6 Wildcat VI

Trumpeter

- 8/44 846 Sqn 8 Avenger + 4 Wildcat
- 9/44 846 Sqn 12 Avenger/852 Sqn 6 Avenger
- 10/44 846 Sqn 8 Avenger + 4 Wildcat/852 Sqn 8 Avenger
- 12/44 881 Sqn 20 Wildcat
- 1/45 846 Sqn 8 Avenger + 8 Wildcat
- 3/45 846 Sqn 8 Avenger II + 8 Wildcat VI

Ameer

- 8/44 845 Sqn 12 Avenger I + 4 Wildcat V
- 1/45 804 Sqn 20 Hellcat II
- 6/45 804 Sqn 18 Hellcat II/888 Sqn 6 Hellcat PRII
- 7/45 896 Sqn 24 Hellcat II
- 7/45 804 Sqn 24 Hellcat II & FRII/1700 Sqn 1 Walrus (SAR)

9/45 804 Sqn 22 Hellcat II & FRII

Atheling

5/44 889 Sqn 10 Seafire FIII/890 Sqn 10 Wildcat V

Begum

7/44 832 Sqn 12 Avenger I + 4 Wildcat V

Emperor

12/43 800 Sqn 10 Hellcat I
2/44 800 Sqn 10 Hellcat I/804 Sqn 10 Hellcat I
4/44 800 Sqn 10 Hellcat I/804 Sqn 10 Hellcat I
5/44 800 Sqn 10 Hellcat I/804 Sqn 10 Hellcat I
6/44 800 Sqn 22 Hellcat I (804 Sqn merged)
8/44 700 Sqn 1 Walrus/800 Sqn 23 Hellcat I
9/44 700 Sqn 1 Walrus/800 Sqn 20 Hellcat I
11/44 700 Sqn 1 Walrus + 1 Swordfish
3/45 800 Sqn 24 Hellcat II
5/45 808 Flight 4 Hellcat II/845 Sqn 9 Avenger I/888 Sqn 7 Hellcat PRII
7/45 800 Sqn 22 Hellcat II/1700 Sqn 1 Walrus (SAR)
9/45 800 Sqn 24 Hellcat II & III

Empress

2/45 804 Flight 4 Hellcat II/845 Sqn 8 Avenger I/888 Sqn 7 Hellcat PRII
4/45 804 Sqn 20 Hellcat II/1700 Sqn 1 Walrus (SAR)
7/45 896 Sqn 20 Hellcat II/1700 Sqn 1 Walrus (SAR)
9/45 896 Sqn 20 Hellcat II/1700 Sqn 1 Walrus (SAR)

Khediye

11/43 849 Sqn 12 Tarpon/1834 Sqn 10 Corsair
4/44 899 Sqn 26 Seafire LIII
8/44 899 Sqn 26 Seafire LIII
9/44 899 Sqn 20 Seafire LIII
4/45 808 Sqn 20 Hellcat II/1700 Sqn 1 Walrus (SAR)
6/45 808 Sqn 20 Hellcat II/1700 Sqn 1 Walrus (SAR)
9/45 808 Sqn 20 Hellcat II/1700 Sqn 1 Walrus (SAR)

Nabob (torpedoed German submarine U.354 22/8/44)

8/44 852 Sqn 12 Avenger + 4 Wildcat

Premier

11/44 846 Sqn 846 Sqn 4 Avenger/856 Sqn 12 Avenger
2/45 856 Sqn 7 Avenger/881 Sqn 12 Wildcat
4/45 856 Sqn 12 Avenger

Queen

3/45 853 Sqn 12 Avenger + 4 Wildcat
5/45 853 Sqn 8 Avenger II + 8 Wildcat VI

Rajah (ferry carrier)

9/44 849 Sqn 21 Avenger II (for *Victorious*)/857 Sqn 21 Avenger II

Ruler

5/45 885 Sqn 18 Hellcat II
6/45 1701 Sqn 1 Walrus SAR

Shah

7/44 851 Sqn 12 Avenger I + 6 Wildcat V
4/45 804 Flight 4 Hellcat II/809 Sqn 5 Seafire LIII/851 Sqn 10 Avenger I

Activity

10/42 835 Sqn 6 Swordfish

1/43 824 Sqn 12 Swordfish
8/43 819 Sqn 7 Swordfish + 7 Wildcat
1/44 819 Sqn 9 Swordfish + 3 Wildcat
3/44 819 Sqn 3 Swordfish + 7 Wildcat
4/44 819 Sqn 3 Swordfish + 7 Wildcat
5/44 819 Sqn 3 Swordfish + 7 Wildcat
9/44 854 Sqn 21 Avenger II
11/44 815 Sqn 15 Barracuda
11/44 810 Sqn 15 Barracuda
9/45 824 Sqn 12 Barracuda

Campania

6/44 813 Sqn 12 Swordfish + 4 Wildcat V + 3 Fulmar NFII
9/44 813 Sqn 12 Swordfish III + 4 Wildcat VI + 3 Fulmat NF
10/44 813 Sqn 12 Swordfish + 4 Wildcat/842 Flight 4 Wildcat
11/44 813 Sqn 12 Swordfish + 4 Wildcat
12/44 813 Sqn 12 Swordfish III + 4 Wildcat VI
1/45 813 Sqn 8 Swordfish + 8 Wildcat
2/45 813 Sqn 12 Swordfish + 4 Wildcat + 1 Fulmar NF
3/45 813 Sqn 12 Swordfish III + 7 Wildcat VI

Nairana

1/44 835 Sqn 9 Swordfish + 3 Sea Hurricane
5/44 835 Sqn 9 Swordfish + ? Sea Hurricane IIC
10/44 835 Sqn 14 Swordfish III + 6 Wildcat VI
12/44 835 Sqn 14 Swordfish III + 6 Wildcat VI
1/45 835 Sqn 14 Swordfish + 6 Wildcat
2/45 835 Sqn 14 Swordfish + 6 Wildcat

Vindex

3/44 825 Sqn 12 Swordfish II + 6 Sea Hurricane IIC
4/44 825 Sqn 12 Swordfish II + 6 Sea Hurricane IIC
8/44 825 Sqn 12 Swordfish III + 6 Sea Hurricane IIC + 2 spare
10/44 811 Sqn 12 Swordfish III+ 4 Wildcat VI
1/45 825 Sqn 12 Swordfish + 7 Wildcat (replaced 811 Sqn disbanded)
4/45 813 Sqn 8 Swordfish + 12 Wildcat

Pretoria Castle

../44 825 Sqn 12 Swordfish II + 6 Sea Hurricane

Empire MacAlpine

5/43 836/840 Sqn 4 Swordfish

Empire MacAndrew

7/43 836/840 Sqn 4 Swordfish

Empire MacCabe

12/43 836/840 Sqn 4 Swordfish

Empire MacCallum

12/43 836/840 Sqn 4 Swordfish

Empire MacColl

11/43 836/840 Sqn 4 Swordfish

Empire MacDermott

3/44 836/840 Sqn 4 Swordfish

Empire MacKay

10/43 836/840 Sqn 4 Swordfish

Empire MacKendrick
12/44 836/840 Sqn 4 Swordfish

Empire MacMahon
12/43 836/840 Sqn 4 Swordfish

Empire Macrae
9/43 836/840 Sqn 4 Swordfish

Acavus
10/43 836/840 Sqn 4 Swordfish

Adula
2/44 836/840 Sqn 4 Swordfish

Alexia
12/43 836/840 Sqn 4 Swordfish

Amastra
9/43 836/840 Sqn 4 Swordfish

Ancylus
10/43 836/840 Sqn 4 Swordfish

Gadila (RNethN)
3/44 860 Sqn 4 Swordfish

Macoma (RNethN)
5/44 860 Sqn 4 Swordfish

Miralda
1/44 836/840 Sqn 4 Swordfish

Rapana
7/43 836/840 Sqn 4 Swordfish

Pegasus
12/40 807 Sqn 3 Fulmar

Albatross
9/39 710 Sqn 6 Walrus
5/41 710 Sqn 6 Walrus
4/42 710 Sqn 9 Walrus
7/43 710 Sqn 9 Walrus

Ariguani
5/41 804 Sqn 1 Fulmar
8/41 804 Sqn 1 Sea Hurricane

Maplin
6/41 804 Sqn 1 Sea Hurricane IA
11/41 804 Sqn 3 Sea Hurricane

Patia
4/41 Lost before aircraft embarked

Springbank
5/41 804 Sqn 1 Fulmar

Fleet Air Arm Squadrons

700 Sqn: 4/42 re-numbered 701 Sqn; 10/43 1 Walrus; 8/44 1 Walrus; 9/44 do; 11/44 1 Walrus + 1 Swordfish
701 Sqn: 1/40 merged 700 Sqn; 5/40 re-formed 6 Walrus I; 6/40 do; 6/41 disbanded; 4/42 6 Walrus (ex-700 Sqn re-numbered); 10/42 re-formed; 10/43 disbanded
702 Sqn: ../40 ? Seafox/? Walrus
703/704 Sqn: No details
705 Sqn: ../40 ? Seafox/? Walrus
706/709 Sqn: No details
710 Sqn: 9/39 6 Walrus; 4/42 9 Walrus; 10/43 disbanded
711 Sqn: ../40 ? Walrus
712 Sqn: ../40 ? Walrus
713 Sqn: ../40 ? Walrus
714 Sqn: ../40 ? Walrus
715 Sqn: ../40 ? Walrus
716 Sqn: ../40 ? Walrus
717 Sqn: No details
718 Sqn: ../40 ? Walrus
719 Sqn: No details
720 Sqn: ../40 ? Walrus
721/747 Sqn: No details
748 Sqn: 7/43 ? Seafire (Training)
749/766 Sqn: No details
767 Sqn: 5/39 Tiger Moth/Shark/Swordfish (Training); 10/39 absorbed by 818 Sqn; 6/40 absorbed by 830 Sqn
768 Sqn: ../39 (Training); 10/39 absorbed by 818 Sqn
769 Sqn: 5/39 Sea Gladiator (Training)
770 Sqn: 10/39 Skua/Sea Gladiator/Tiger Moth; 4/40 absorbed by 767 Sqn

771 Sqn: ../39 ? Maryland
772/799 Sqn: No details

800 Sqn: 9/39 8 Skua; 4/40 9 Skua + 2 Roc; 6/40 12 Skua; 8/40 do; 5/41 15 Fulmar II; 6/41 12 Fulmar; 10/41 do; 4/42 do; 7/42 12 Sea Hurricane IB; 10/42 15 Sea Hurricane IIB & IIC; 11/42 12 Sea Hurricane IIB; 4/43 10 Hellcat I; 2/44 do; 4/44 do; 6/44 22 Hellcat I; 9/44 20 Hellcat I (part of 7 Naval Fighter Wing); 4/45 24 Hellcat II; 7/45 22 Hellcat II; 9/45 24 Hellcat II & FR II; 11/45 disbanded
800X Flight: 5/41 6 Fulmar II
800Y Flight: 5/41 3 Fulmar II
800Z Flight: 5/41 6 Fulmar II
801 Sqn: 9/39 9 Skua; 4/40 9 Skua + 3 Roc; 6/40 6 Skua; 9/40 9 Skua; 3/42 12 Sea Hurricane; 8/42 12 Sea Hurricane + 4 spare; 8/42 disbanded; 9/42 re-formed; 11/42 ? Seafire; 2/43 9 Seafire; 4/44 6 Seafire IB; 8/44 12 Seafire FIII; 6/45 24 Seafire LIII (38 Naval Fighter Wing); 6/46 disbanded
802 Sqn: 10/39 6 Sea Gladiator; 11/39 12 Sea Gladiator; 4/40 9 Sea Gladiator; 6/40 disbanded; 8/41 6 Sea Hurricane; 11/40 re-formed 12 Martlet; 9/41 6 Martlet III; 11/41 8 Martlet II/III; 12/41 disbanded 2/42 re-formed; 8/42 6 Sea Hurricane; 11/42 disbanded; 5/45 re-formed
802B Flight: 8/41 2 Martlet III
802Y Flight: 9/41 2 Martlet
803 Sqn: 9/39 6 Skua; 4/40 11 Skua; 6/40 12 Skua; 8/40 12 Fulmar; 2/41 12 Fulmar; 3/41 do; 7/41 9 Hurricane I; 1/43 merged with 806 Sqn; 8/43 disbanded; 6/45 re-formed RCN
804 Sqn: 4/40 9 Sea Gladiator; 5/40 6 Sea Gladiator; 7/40 ? Martlet; 5/41 2 Fulmar + 2 Sea Hurricane (for catapult ships); 2/44 10 Hellcat; 4/44 do; 6/44 do (merged 800 Sqn); 1/45 20 Hellcat II; 4/45 do; 6/45 18 Hellcat II; 7/

45 24 Hellcat II & FRII; 9/45 22 Hellcat II & FRII; 11/45 disbanded

804 Flight: 2/45 4 Hellcat II; 4/45 do

805 Sqn: 2/41 3/6 Fulmar + 3 Gladiator + 2 Buffalo; 7/41 9/12 Martlet III; ../43 disbanded

806 Sqn: 6/40 ? Skua + ? Fulmar; 3/41 15 Fulmar; 7/41 9 Hurricane I; 7/42 10 Martlet II; 8/42 disbanded; 8/45 re-formed

807 Sqn: 12/40 3 Fulmar; 2/41 9 Fulmar; 4/41 12 Fulmar; 5/41 12 do; 11/41 4 Fulmar + 2 Sea Hurricane; 3/42 4 Fulmar; 11/42 ? Seafire; 7/43 12 Seafire LIIC; 9/43 9 Seafire LIIC; 5/44 22 Seafire LIII + 2 Seafire LRIIC + 1 Swordfish (part 4 Naval Fighter Wing); 9/44 15 Seafire LIII + 5 Seafire LRIIC; 4/45 24 Seafire LIII + 1 Seafire FRIII (part 4 Naval Fighter Wing); 8/45 20 Seafire LIIC; 9/45 26 Seafire LIII & FRIII

808 Sqn: 10/40 12 Fulmar; 4/41 do; 5/41 do; 11/41 disbanded; 1/42 re-formed; 9/43 9 Seafire LIIC; 7/44 merged with 886 Sqn; 4/45 20 Hellcat II; 4/45 do; 6/45 do; 9/45 do; 12/45 disbanded

808A Flight: 6/43 4 Seafire IIC/LIIC; 4/45 4 Hellcat II

809 Sqn: 6/41 12 Fulmar; 8/41 do; 8/42 do; 7/43 12 Martlet IV; 9/43 10 Seafire IIC; 5/44 13 Seafire LIII + 6 Seafire LIIC + 4 Seafire LRIIC (part 4 Naval Fighter Wing); 9/44 15 Seafire LIII + 5 Seafire LRIIC; 4/45 24 Seafire LIII & FRIII + 5 spare Seafire LIII (part 4 Naval Fighter wing); 6/45 24 Seafire LIII; 8/45 20 Seafire LIIC; 9/45 24 Seafire LIII & FRIII; 1/46 disbanded

810 Sqn: 9/39 12 Swordfish; 4/40 do; 5/40 do; 8/40 do; 4/42 do; 5/41 do; 7/43 12 Barracuda II; 12/43 do; 4/44 9 Barracuda II; 4/44 12 Barracuda II (part 21 TBR Wing); 7/44 9 Barracuda II; 11/44 15 Barracuda; 8/45 disbanded

811 Sqn: 9/39 12 Swordfish; 9/39 disbanded; 7/41 re-formed; 4/43 9 Swordfish + 3 Wildcat; 10/43 6 Swordfish + 6 Wildcat; 1/44 11 Swordfish + 4 Wildcat; 4/44 11 Swordfish II + 7 Wildcat IV; 10/44 12 Swordfish III + 4 Wildcat VI; 12/44 disbanded

812 Sqn: 10/39 12 Swordfish; 11/39 do; 4/41 9 Swordfish; 4/42 12 Swordfish; 6/41 9 Swordfish; 9/41 do; (replaced 810 Sqn); 11/41 4 Swordfish; 12/42 disbanded; 6/44 re-formed

813 Sqn: 9/39 9 Swordfish; 6/40 9 Swordfish + 4 Sea Gladiator; 3/41 4 Swordfish + 2 Sea Gladiator; 5/41 9 Swordfish; 3/42 9 Swordfish + 4 Sea Hurricane; 8/42 4 Sea Hurricane; 6/44 12 Swordfish + ? Wildcat + 3 Fulmar NFII; 9/44 12 Swordfish III + 4 Wildcat VI + 3 Fulmar NF; 11/44 12 Swordfish + 4 Wildcat; 12/44 do; 2/45 12 Swordfish + 4 Wildcat + 1 Fulmar NF; 3/45 12 Swordfish III + 7 Wildcat VI; 4/45 8 Swordfish + 12 Wildcat; 5/45 disbanded

814 Sqn: 9/39 12 Swordfish; 6/40 do; 2/41 do; 4/42 do; 12/42 disbanded; 7/44 re-formed

815 Sqn: 6/40 ? Swordfish; 2/41 12 Swordfish; 3/41 9 Swordfish; ../43 disbanded; ../43 re-formed; 8/44 12 Barracuda II (part 12 TBR Wing); 11/44 15 Barracuda; 1/46 disbanded

816 Sqn: 9/39 9 Swordfish; 4/40 do; 5/40 do; 9/40 do; 6/41 do; 7/41 do (replaced 818 Sqn); 4/42 4 Swordfish; 2/43 6 Swordfish; 9/43 9 Sworfish + 6 Seafire; 10/43 6 Swordfish + 6 Seafire; 2/44 11 Swordfish + 11 Wildcat; 8/44 disbanded; 2/45 re-formed

817 Sqn: 6/41 9 Albacore; 8/41 do; 8/42 2 Albacore (9 detached); 8/44 12 Barracuda II (part 12 TBR Wing); 8/45 disbanded

818 Sqn: 9/39 9 Swordfish; 4/40 do; 8/40 do; 4/41 do; 5/41 do; 6/42 disbanded; 10/42 re-formed; 5/43 9 Swordfish; 7/43 4 Swordfish; 10/44 disbanded; 5/45 re-formed; 8/45 disbanded

818 Flight: 3 Swordfish

819 Sqn: 6/40 ? Swordfish; 1/41 merged with 815 Sqn; 3/41 9 Swordfish; 10/41 re-fomed; 2/43 6 Swordfish; 5/43 9 Swordfish; 7/43 8 Swordfish; 8/43 7 Swordfish + 7 Wildcat; 1/44 9 Swordfish + 3 Wildcat; 3/44 3 Swordfish + 7 Wildcat; 4/44 do; 5/44 do; 3/45 disbanded

820 Sqn: 9/39 9 Swordfish + 1 Walrus; 4/40 9 Swordfish; 5/40 do; 8/40 do; 4/41 do; 5/41 do; 8/41 12 Albacore; 4/42 21 Albacore + 1 Swordfish (target tug); 7/43 12 Albacore; 9/43 do; 7/44 12 Barracuda II (part 9 TBR Wing); 8/44 do; 12/44 21 Avenger II (part 2 Strike Wing); 1/45 19 Avenger II; 1/45 do; 3/45 20 Avenger II; 7/45 21 Avenger II; 3/46 disbanded

821 Sqn: 6/40 Swordfish; 12/40 disbanded; 7/41 re-formed; 1/42 4/12 Albacore; 10/43 disbanded; 5/44 re-formed; 2/46 disbanded

821X Flight: 8/40 3 Swordfish; 1/41 5 Swordfish; 12/41 disbanded

822 Sqn: 9/39 12 Swordfish; 9/39 disbanded 10/41 re-formed; 11/42 ? Albacore; 2/43 9 Albacore; 8/44 21 Barracuda; 9/44 do

823 Sqn: 10/39 12 Swordfish; 11/39 do; 6/40 9 Swordfish; 12/40 disbanded; 11/41 re-formed; 6/44 disbanded

824 Sqn: 9/39 9 Swordfish; 6/40 9 Swordfish; 3/41 2 Swordfish; 5/41 9 Swordfish; 3/42 9 do; 3/42 4 Swordfish (detachment); 8/42 disbanded; 10/42 re-formed; 1/43 12 Swordfish; 5/43 9 Swordfish; 7/43 do; 12/43 9 Swordfish + 6 Sea Hurricane; 5/44 12 Swordfish + 6 Wildcat; 8/44 12 Swordfish II + 10 Wildcat + two spare; 9/44 12 Swordfish + 10 Wildcat; 10/44 disbanded; 7/45 re-formed; 1/46 disbanded

825 Sqn: 10/39 12 Swordfish; 11/39 do; 9/40 9 Swordfish; 2/41 do; 5/41 do; 6/41 do (replaced 820 Sqn); 9/42 3 Swordfish; 2/43 do + 6 Sea Hurricane; 3/44 12 Swordfish II + 6 Sea Hurricane IIC; 8/44 12 Swordfish III + 6 Sea Hurricane IIC + 2 spare; 1/45 12 Swordfish + 7 Wildcat; 4/45 disbanded; 7/45 re-formed ? Barracuda III RCN

826 Sqn: 4/40 12 Albacore; 7/40 10 Swordfish; 8/40 12 Albacore; 11/40 do; 2/41 do; 3/41 10 Albacore + 2 Swordfish; 6/41 12 Albacore; 8/43 disbanded; 12/43 re-formed 12 Barracuda II; 7/44 do (part 9 TBR Wing); 6/44 do; 8/44 do; 10/44 disbanded; 8/45 re-formed 12 Barracuda III RCN; 2/46 disbanded

827 Sqn: 6/41 12 Albacore; 4/42 do; 8/42 do; 10/43 12 Barracuda; 4/44 9 Barracuda II (part 8 TBR Wing); 7/44 12 Barracuda; 8/44 9 Barracuda II; 9/44 absorbed 830 Sqn; 7/46 disbanded

828 Sqn: 6/41 9 Albacore; 9/42 disbanded; 3/44 re-formed; 8/44 12 Barracuda II; 6/45 21 Avenger II; 6/46 disbanded

829 Sqn: 2/41 9 Albacore; 3/41 9 Albacore/Swordfish; 10/42 merged 810 Sqn; 10/43 re-formed; 4/44 12 Barracuda II (part 52 TBR Wing); 6/44 merged 831 Sqn & disbanded

830 Sqn: 6/40 12 Swordfish; ../42 merged 828 Sqn; 3/43 disbanded; 5/43 re-formed; 10/43 9 Barracuda; 4/44 9 Barracuda II (part 8 TBR Wing); 7/44 12 Barracuda; 9/44 merged 827 Sqn & disbanded

831 Sqn: 4/42 12 Albacore; 8/42 do; 4/44 9 Barracuda II (part 52 TBR Wing); 12/44 disbanded

832 Sqn: 8/41 12 Albacore; 8/42 do; 1/43 ? Avenger; 5/44 9 Avenger I; 2/45 disbanded

833 Sqn: 10/43 6 Swordfish; 12/43 absorbed 836 Sqn; 2/44 3 Swordfish + 7 Wildcat; 4/44 re-formed; 9/44 disbanded

833 Flight: 9/43 6 Seafire LIIC

834 Sqn: 3/42 4 Swordfish; 7/43 6 Swordfish + 6 Seafire; 8/43 do; 9/43 6 Seafire LIIC; 11/44 disbanded

835 Sqn: 10/42 6 Swordfish; 6/43 9 Swordfish II; 1/44 9 Swordfish + 6 Sea Hurricane; 10/44 14 Swordfish III + 6 Wildcat VI; 12/44 do; 2/45 do; 3/45 disbanded

836 Sqn: 5/43 40 Swordfish (for MAC); 5/45 disbanded

837 Sqn: 2/43 6 Swordfish; 6/43 disbanded; 9/44 re-formed; 10/47 disbanded

838 Sqn: 12/42 4 Swordfish; 8/43 merged 836 Sqn; 11/43 re-formed; 2/45 disbanded

839 Sqn: Number not used

840 Sqn: 3/43 4 Swordfish; 5/43 40 Swordfish (for MAC); 8/43 merged 836 Sqn

841 Sqn: ../42 ? Albacore; 11/43 disbanded; 2/44 re-formed; ../44 ? Barracuda; 11/44 disbanded

842 Sqn: 8/43 9 Swordfish II + 6 Seafire IB; 11/43 do; + 4 Wildcat IV + 4 Seafire; 2/44 11 Swordfish II + 9 Wildcat IV/V; 4/44 12 Swordfish II + 8 Wildcat IV; 4/44 11 Swordfish + 9 Wildcat; 5/44 do; 1/45 disbanded

842 Flight 7/44 3 Swordfish

843/844 Sqn: Numbers not used

845 Sqn: 2/43 ? Avenger; 5/44 9 Avenger I; 2/45 8 Avenger I; 4/45 9 Avenger I; 10/45 disbanded

846 Sqn: 9/43 12 Avenger + 7 Wildcat; 3/44 12 Avenger + 7 Wildcat; 8/44

8 Avenger + 4 Wildcat; 3/45 8 Avenger II + 8 Wildcat VI; 10/45 disbanded
847 Sqn: ../.. ? Barracuda; 4/44 6 Barracuda II; 4/44 9 Barracuda II (part 21 TBR Wing); 6/44 absorbed 810 Sqn & disbanded
848 Sqn: 7/45 12 Avenger II; 10/45 disbanded
849 Sqn: 11/43 12 Tarpon; 11/43 12 Tarpon + 4 Wildcat; 4/44 12 Tarpon; 9/44 21 Avenger II; 12/44 do (part 2 Strike Wing); 1/45 19 Avenger II; 2/45 14 Avenger II; 3/45 18 Avenger II; 7/45 16 Avenger II; 10/45 disbanded
850 Sqn: ../43 12 Avenger; 12/44 disbanded
851 Sqn: 4/45 10 Avenger I; 10/45 disbanded
852 Sqn: 8/44 12 Avenger + 4 Wildcat; 10/44 disbanded
853 Sqn: 10/44 10 Avenger II + 6 Wildcat VI; 5/45 8 Avenger II + 8 Wildcat VI; 5/45 disbanded
854 Sqn: 12/44 21 Avenger II; 1/45 21 Avenger I & II; 3/45 16 Avenger II; 12/45 disbanded
855 Sqn: ../44 ? Avenger; 10/44 disbanded
856 Sqn: 4/45 12 Avenger; 6/45 disbanded
857 Sqn: 9/44 21 Avenger II; 12/44 21 do; 1/45 do; 3/45 15 Avenger II; 11/45 disbanded
858/859 Sqn: Numbers not used
860 Sqn: (RNethN) 5/43 12 Swordfish (for MAC); ../44 merged 836 Sqn
861/876 Sqn: Numbers not used
877 Sqn: ../43 ? Hurricane; 12/43 disbanded
878 Sqn: 7/43 12 Martlet IV; 9/43 14 Marlet IV; 1/44 disbanded
879 Sqn: 7/43 9 Seafire LIIC; 9/43 10 Seafire LIIC; 12/43 do; 3/44 20 Seafire LIIC; 5/44 24 Seafire LIII + 4 Seafire LRIIC (part 4 Naval Fighter Wing); 8/44 do; 9/44 20 Seafire LIIC; 1/45 20 Seafire LIIC; 8/45 do; 9/45 disbanded
880 Sqn: 4/42 9 Sea Hurricane; 7/42 12 Sea Hurricane IB; 7/43 14 Seafire IIC; 9/43 13 Seafire LIIC; 4/44 8 Seafire LIIC; 7/44 3 Seafire LIIC; 8/44 12 Seafire LIIC; 6/45 24 Seafire LIII & FRIII; 9/45 merged 801 Sqn
880A Flight: 6/41 4 Sea Hurricane
881 Sqn: 7/43 6 Martlet IV; 2/44 10 Wildcat V; 4/44 do; 6/44 10 Wildcat; 8/44 24 Wildcat VI; 9/44 20 Wildcat VI (part 7 Naval Fighter Wing); 11/44 20 Wildcat; 12/44 do; 1/45 4 Wildcat; 2/45 12 Wildcat; 9/45 disbanded
882 Sqn: 4/42 6 Martlet; 8/42 6 Sea Hurricane + 6 spare; 4/44 10 Wildcat; 5/44 20 Wildcat; 6/44 10 Wildcat V; 8/44 28 Wildcat V; 9/44 20 Wildcat VI (part 7 Naval Fighter Wing); 10/45 disbanded
883 Sqn: 8/41 6 Sea Hurricane; 11/42 disbanded; 9/45 re-formed 25 Seafire XV RCN; 2/46 disbanded
884 Sqn: 8/42 6 Fulmar; 7/43 disbanded
885 Sqn: 8/42 6 Sea Hurricane; 7/43 5 Seafire IIC; 9/43 5 Seafire IIC; 5/45 18 Hellcat II + 4 Avenger II; 7/44 absorbed 897 Sqn; 9/45 disbanded
886 Sqn: ../42 ? Fulmar; 7/43 10 Seafire IIC/LIIC; 9/43 9 Seafire LIIC; 12/43 10 Seafire LIIC; 7/44 merged 808 Sqn
887 Sqn: 5/43 10 Seafire; 7/43 do; 9/43 do; 8/44 12 Seafire FIII (part 24 Naval Fighter Wing); 1/45 16 Seafire FIII; 1/45 24 Seafire FIII; 3/45 22 Seafire FIII; 7/45 15 Seafire FIII + 9 Seafire LIII; 3/46 disbanded
888 Sqn: 4/42 16 Martlet; 7/43 14 Martlet IV; 9/43 16 Martlet IV; 1/45 6 Hellcat PRII; 2/45 7 Hellcat PRII; 4/45 do; 6/45 6 Hellcat PRII; 8/46 disbanded
889 Sqn: 1/42 12 Fulmar; 10/42 12 Hurricane; 2/43 disbanded; 4/44 re-formed; 9/45 disbanded
890 Sqn: 9/43 14 Martlet IV; 8/44 disbanded; ../45 re-formed
891 Sqn: 2/43 6 Sea Hurricane IIB; 4/43 disbanded; 6/45 re-formed; 9/45 disbanded
892 Sqn: 2/43 6 Martlet; 5/43 3 Martlet; 7/43 4 Martlet; 8/43 disbanded; 4/45 re-formed; 4/46 disbanded
893 Sqn: 7/43 14 Martlet IV; 9/43 16 Martlet IV; 11/43 disbanded
894 Sqn: 7/43 10 Seafire IIC; 9/43 do; 7/44 12 Seafire FIII; 8/44 do (part 24 Naval Fighter Wing); 1/45 16 Seafire LIII; 1/45 do; 3/45 18 Seafire LIII; 7/45 16 Seafire LIII; 3/46 disbanded
895 Sqn: ../42 ? Hurricane; ../43 ? Seafire; 6/43 disbanded
896 Sqn: 2/44 10 Wildcat V; 4/44 do; 6/44 disbanded; 1/45 re-formed; 7/45 24 Hellcat II; 7/45 20 Hellcat II; 9/45 do; 12/45 disbanded

897 Sqn: ../42 ? Hurricane; 9/42 disbanded; 12/42 re-formed; 9/43 10 Seafire IIC; 7/44 merged 885 Sqn & disbanded
898 Sqn: 4/44 10 Wildcat V; 6/44 do; 7/44 merged 882 Sqn & disbanded; 1/45 re-formed; 12/45 disbanded
899 Sqn: 2/43 14 Seafire IIC; 7/43 do; 9/43 do; 7/44 26 Seafire LIII (part 4 Naval Fighter Wing); 9/44 20 Seafire LIII; 1/45 20 Spitfire VB; 3/45 20 Seafire LIII; 7/45 26 Seafire LIII (part 4 Naval Fighter Wing); 8/45 20 Seafire LIII; 9/45 disbanded

1700 Sqn: ../44 ? Walrus SAR; 1/45 2 Walrus SAR; 6/46 disbanded
1701 Sqn: ../45 ? Walrus SAR; 7/46 disbanded
1702 Sqn: ../45 ? Sea Otter; 10/46 disbanded
1703 Sqn: ../45 ? Sea Otter; 9/45 disbanded
1770 Sqn: 7/44 12 Firefly I; 8/44 do; 1/45 do; 3/45 do; 9/45 disbanded
1771 Sqn: 6/45 11 Firefly I; 9/45 disbanded
1772 Sqn: 7/45 12 Firefly I; 3/46 disbanded
1790 Sqn: ../45 ? Firefly; 6/46 disbanded
1791 Sqn: ../45 ? Firefly; 9/45 disbanded
1792 Sqn: ../45 ? Firefly 4/46 disbanded

1800/1819 Sqn: Numbers not used
1820 Sqn: ../44 Helldiver; 12/44 disbanded
1821/1829 Sqn: Numbers not used
1830 Sqn: 12/43 10 Corsair (part 15 Naval Fighter Wing); 4/44 14 Corsair II (part 15 Naval Fighter Wing); 7/44 do; 12/44 18 Corsair II; 1/45 16 Corsair II; 3/45 18 Corsair II; 7/45 disbanded
1831 Sqn: 12/43 10 Corsair; 12/43 absorbed 1830 Sqn & disbanded; 11/44 re-formed; 8/46 disbanded
1832 Sqn: ../43 28 Martlet (7 flights detached 813/832/845/846/852 Sqn); ../45 disbanded
1833 Sqn: 12/43 10 Corsair (part 15 Naval Fighter Wing); 4/44 14 Corsair II (part 15 Naval Fighter Wing); 7/44 do; 12/44 18 Corsair II; 1/45 16 Corsair II; 3/45 18 Corsair II; 7/45 disbanded
1834 Sqn: 11/43 10 Corsair; 4/44 14 Corsair II (part 47 Naval Fighter Wing); 7/44 do; 8/44 do; 9/44 do; 10/44 19 Corsair II; 1/45 16 Corsair II; 1/45 18 Corsair II; 3/45 19 Corsair II; 7/45 19 Corsair II & IV; 10/45 disbanded
1835 Sqn: 11/43 disbanded; 12/44 re-formed; 8/45 disbanded
1836 Sqn: 4/44 14 Corsair II (part 47 Naval Fighter Wing); 7/44 do; 8/44 do; 9/44 do; 10/44 18 Corsair II; 1/45 16 Corsair II; 1/45 do; 3/45 18 Corsair II; 7/45 18 Corsair II & IV; 10/45 disbanded
1837 Sqn: 4/44 14 Corsair II; 7/44 do; 9/44 disbanded; 7/45 re-formed; 8/45 disbanded
1838 Sqn: 7/44 11 Corsair II; 9/44 disbanded
1839 Sqn: 8/44 12 Hellcat I (part 5 Naval Fighter Wing); 12/44 15 Hellcat I; 1/45 do; 3/45 15 Hellcat I & II; 5/45 17 Hellcat I & II; 11/45 disbanded
1840 Sqn: 7/44 20 Hellcat II; 8/44 12 Hellcat I; 3/45 16 Hellcat I; 5/45 disbanded
1841 Sqn: 7/44 18 Corsair; 8/44 18 Corsair II (part 6 Naval Fighter Wing); 3/45 18 Corsair IV; 7/45 do; 10/45 disbanded
1842 Sqn: 8/44 12 Corsair II (part 6 Naval Fighter Wing); 3/45 18 Corsair IV; 6/45 do; 10/45 disbanded
1843 Sqn: ../44 ? Corsair; 12/45 disbanded
1844 Sqn: 8/44 12 Hellcat I (part 5 Naval Fighter Wing); 12/44 14 Hellcat I; 1/45 do; 3/45 14 Hellcat I & II; 5/45 16 Hellcat I & II; 7/45 4 Hellcat II + 2 Hellcat PRII; 11/45 disbanded
1845 Sqn: ../44 ? Corsair; 4/45 disbanded; 5/45 re-formed; 10/45 disbanded
1846 Sqn: ../44 ? Corsair; 7/46 disbanded
1847 Sqn: ../44 ? Hellcat; 5/44 absorbed 1840 Sqn
1848 Sqn: ../44 ? Corsair; 11/44 disbanded
1849 Sqn: ../44 ? Corsair; 11/44 disbanded
1850 Sqn: ../44 ? Corsair; 8/46 disbanded
1851 Sqn: ../44 ? Corsair; 8/46 disbanded
1852 Sqn: ../45 ? Corsair; 8/45 disbanded
1853 Sqn: ../45 ? Corsair; 8/45 disbanded

Flotilla Vessels

Destroyers

At the outbreak of the Second World War British destroyer strength was at a low ebb, and a totally inadequate number of vessels was available for fleet and escort work. This was in marked contrast to the position at the close of the First World War when—with the “V” and “W” classes—British design had a commanding lead, and was universally copied.

But in the years “between the wars” this advantageous position was needlessly sacrificed in the name of appeasement, and in the two decades that separated the wars no fewer than 433 destroyers were scrapped (excluding those cancelled) while only 131 were built. That the urgency of the position was belatedly recognised was shown on the 3rd September 1939 when no fewer than 60 destroyers were on order: 50 under construction (including ten for foreign governments, of which eight were acquired), and ten still to be laid down.

In the intervening years the Admiralty had laboured under inadequate budgets, politically inept naval limitation treaties, and the disastrous “10-year rule”. No other country was so vitally dependent on sea-borne trade as the United Kingdom, and yet it was denuded of its vital protection to below the danger level. The price was extracted from the Mercantile Marine, which paid a heavy toll in ships and men during the war years.

With the limited funds at their disposal the Admiralty deliberately built medium-sized destroyers—until nine flotillas had been provided—before embarking on larger, and costlier, construction to keep pace with the rising development in this category. British destroyers were as good as any in the world with outstanding all-round and weatherly qualities rather than being extreme examples of any particular quality. They shared one defect in common with all destroyers in that they lacked anti-aircraft fire power, and as they were more exposed to concentrated air attack than most flotilla vessels they suffered heavily in consequence.

The lack of a suitable dual-purpose gun and high-angle control system for destroyers was keenly felt, but such funds as were set aside for this purpose had been largely expended on low-angle systems for capital ships. Although the 4in AA gun was available with an elementary high angle control system, there was a natural reluctance to drop to a smaller calibre when many foreign destroyers were mounting 5in, and heavier, guns. Less explicable was the Admiralty’s initial rejection of the 20mm Oerlikon and the 40mm Bofors guns, both of which were available pre-war; and the British multiple .5in and 2pdr mountings were less efficient substitutes.

Although the pre-war practice was to fit alternate flotillas with either minesweeping or anti-submarine equipment, it was only on isolated occasions that destroyers ever streamed a sweep; and minesweeping gear was soon landed to provide space for additional anti-submarine mortars and depth charges. On the other hand, the small number of units adaptable for minelaying were frequently utilised in this specialised role.

The policy to adapt the old “V” and “W” classes of destroyers for escort work, leaving the more modern destroyers for fleet work, had started pre-war; and was supplemented by a programme of new escort destroyers—originally classed as fast escort vessels—which sacrificed speed, radius, and torpedoes for a purely defensive anti-submarine and anti-aircraft armament.

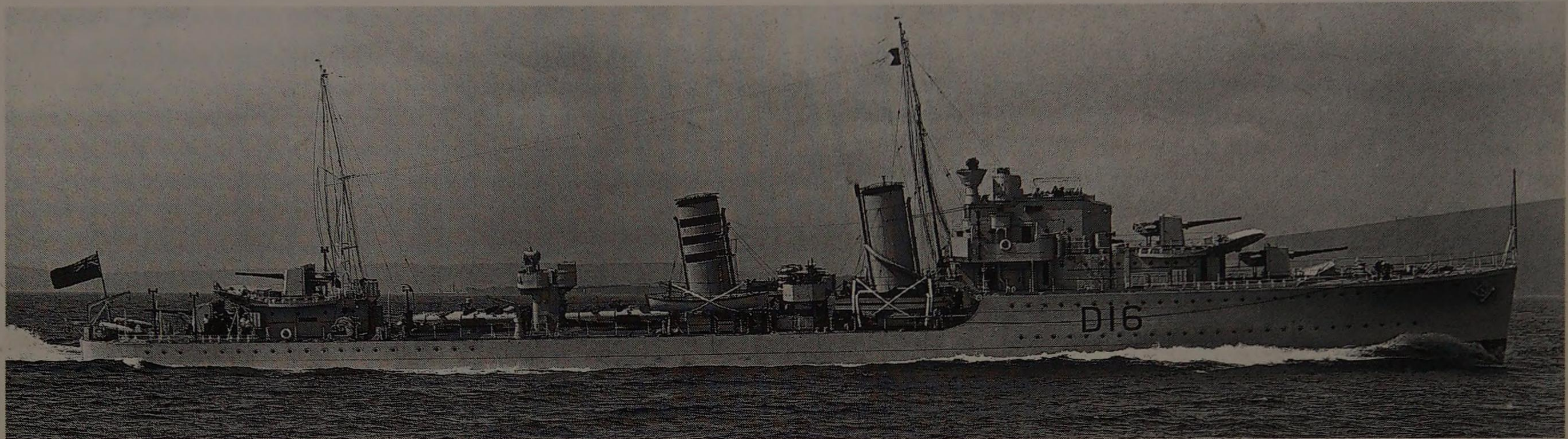
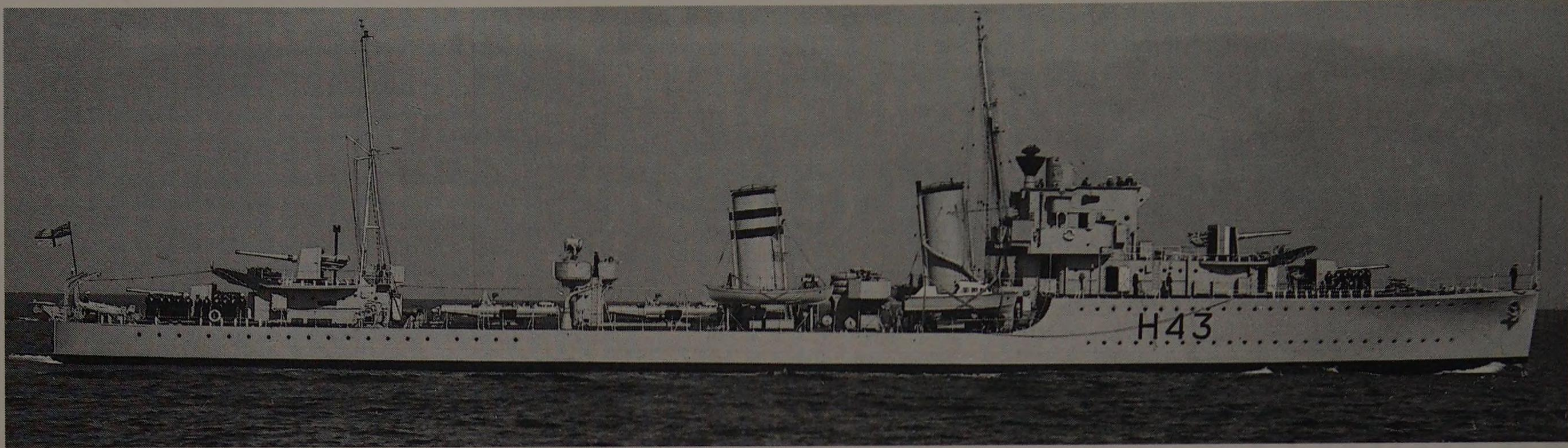
For escort work they were more effective than the fleet units, and were often used to provide a screen for the fleet as well.

While a destroyer was often mistakenly considered the best anti-submarine vessel, it was in fact surpassed in this duty by the sloop. Although sloops were slower, Asdic could not be used at speeds much above 20 knots, so that the destroyer’s extra speed—which was so expensively secured in weight and space—was not of great practical use in submarine hunting. In addition, the sloop was a better seaboat, and had a far superior anti-aircraft armament than the destroyers, whose low-angle guns and torpedoes were in small demand for escort work. While there would have been little support pre-war for a policy of more sloops and fewer destroyers, this certainly became the war-time policy when derivatives of the sloop—the corvette and frigate—were produced in large numbers to a simplified design.

Once war started there was an immediate reversion to a simpler destroyer design to speed production, and single guns and improved anti-aircraft defence were basically incorporated in a hull and machinery of the “J” class. Under the 1939/41 programmes 14 flotillas were built, but it was not until

Below: The *Blanche* (below) and the *Saguenay* (bottom) undergoing builder’s trials prior to commissioning. A taller mainmast was fitted to the latter owing to revised International Regulations which required a second white steaming light. (Hawthorn Leslie/Thornycroft)





the "S" class (fifth emergency flotilla) that a dual-purpose 4.7in gun was produced, which was later supplanted by the 4.5in gun introduced with the "Z" class (tenth emergency flotilla).

Under the 1942 and subsequent programmes design again reverted to the larger destroyer to secure an effective anti-aircraft armament and a wide radius of action for employment in the Pacific. As these destroyers were too large for many shipyards to accommodate, a smaller design was introduced as well in 1944 to keep building berths fully occupied.

At the outbreak of war 185 British and Dominion destroyers were in service, and during the war 156 fleet and escort destroyers were built, plus 50 obtained from the United States on Lease/Lend terms. Losses from all causes totalled 169 destroyers, well over one-third of the total strength, and a fair measure of the destroyer's involvement in the war.

In the legend, details are given for destroyer classes as built and armed. Standard and full load displacements are shown, together with their draught and speed at both these conditions: the latter being the more relevant as standard displacement was merely an artifice for naval limitation treaties, and not a practical condition of loading. Legend details are not taken beyond the cessation of hostilities in 1945, but large scale alterations were carried out post-war on many of the surviving units listed.

As with other warship categories, to list every alteration on every destroyer would be too demanding of space, but particular attention has been paid to modifications in armament, and the addition of RDF, so that a fairly complete overall picture is presented of this aspect. It should also be borne in mind that during the war years marked improvements were made with Asdic, fire control tables, communications, and many other items of equipment; and the generating capacity had to be considerably increased to meet the ever growing electrical load. Main machinery remained fairly static, and it was not until the "Weapon" and "Daring" classes that higher steam conditions were introduced to improve performance.

As war complements varied so considerably, even within a particular class, depending on the scale of alteration undertaken, and included a reserve from which to provide damage control parties and replace action casualties, the peacetime scale of complement—which enabled all stations to be manned—

Top: The *Havock* with flat bridge face, plain flutilla bands (2nd Destroyer Flotilla), and national markings on B gunshield. (Admiralty)

Above: The *Ivanhoe* with angled bridge face, and flutilla bands (3rd Destroyer Flotilla) etched in white. (Yarrow)

is stated. As a general rule complements were increased by up to one-third for war purposes, and resulted in severe over-crowding, especially in the older destroyers. Special insulation and heating were provided for those destroyers employed in Arctic waters, while extra mechanical ventilation had to be fitted for those deployed to the tropics; but they were never comfortable ships to live in.

Funnel markings

Prior to the outbreak of war distinctive bands were painted on the funnels of destroyers to indicate the flotillas to which they belonged, and to distinguish the flotilla leader and divisional leaders from the remainder of the flotilla.

The system was introduced in 1925; and flotilla leaders wore a 4ft deep band at the head of the fore funnel, while divisional leaders had a 2ft band—black for the Mediterranean fleet and white for the Atlantic (later Home) fleet—3ft below the fore funnel top. Flotilla bands 2ft deep were painted up on the after (or aftermost) funnel, also 3ft below the funnel top, as follows:—

- 1st Destroyer Flotilla (Mediterranean)*: one black;
- 2nd Destroyer Flotilla (Mediterranean)*: two black;
- 3rd Destroyer Flotilla (Mediterranean)*: three black;
- 4th Destroyer Flotilla (Mediterranean)*: nil;
- 5th Destroyer Flotilla (Atlantic)*: one white; and
- 6th Destroyer Flotilla (Atlantic)*: two white.

By 1935 the system was unchanged except that the 2nd Destroyer Flotilla was altered to one red band, and the following addition had been made:—
8th Destroyer Flotilla (China): one black over one white.

In 1937 the 2nd Destroyer Flotilla was again changed to two red bands, and the 4th Destroyer Flotilla was transferred to the Home Fleet. The following year the Home Fleet flotillas adopted one (4th), two (5th), and three (6th) white bands respectively.



Top: The *Electra* wearing divisional leader's and 5th Destroyer Flotilla bands. (Admiralty)

Above: The *Faulknor* wearing flotilla leader's and 6th Destroyer Flotilla bands, but—like all flotilla leaders—no pendant number. (Admiralty)

By 1939 the considerable expansion of the fleet flotillas, coupled with the introduction of single-funnelled destroyers, led to some modification. Single-funnelled flotilla leaders had a 3ft deep band at the head of the funnel immediately over the flotilla band(s), while divisional leaders had a 2ft vertical band the same colour as the upper flotilla band, and extending 6ft below it. In two-funnelled destroyers the divisional leaders' bands were changed

to red (Mediterranean), and black (China); but remained unchanged (white) in Home waters. With extra flotillas formed, the whole system of flotilla bands was altered to:—

- 1st Destroyer Flotilla (Mediterranean):* one red—"G" class;
- 2nd Destroyer Flotilla (Mediterranean):* two red—"H" class;
- 3rd Destroyer Flotilla (Mediterranean):* nil—"I" class;
- 4th Destroyer Flotilla (Mediterranean):* nil—"Tribal" class;
- 5th Destroyer Flotilla (Mediterranean):* one black—"K" class;

Below: The *Jervis* wearing flotilla leader's and 7th Destroyer Flotilla bands, and note that the latter are taken round the steam pipe. (Hawthorn Leslie)



6th Destroyer Flotilla (Home): one white—"Tribal" class;
7th Destroyer Flotilla (Home): two white—"J" class;
8th Destroyer Flotilla (Home): three white—"F" class;
9th Destroyer Flotilla (Home): one black over two white—"V"/"W" classes;
10th Destroyer Flotilla (Home): nil—"V"/"W" classes;
11th Destroyer Flotilla (Western Approaches): one black over two red—"V"/"W" classes;
12th Destroyer Flotilla (Rosyth): one white over two red—"E" class;
13th Destroyer Flotilla (Gibraltar): one white over two red—"V"/"W" classes;
14th Destroyer Flotilla (Home): one red over one black—"V"/"W" classes;
15th Destroyer Flotilla (Rosyth): one red over two black—"V"/"W" classes;
16th Destroyer Flotilla (Portsmouth): one red over one white—"V"/"W" classes;

17th Destroyer Flotilla (Western Approaches): one red over two white—"Town" class;
18th Destroyer Flotilla (Channel): one white over one black—"A" class;
19th Destroyer Flotilla (Dover): one white over two black—"B" class;
20th Destroyer Flotilla (Portsmouth): two white over one black—..... class;
21st Destroyer Flotilla (China): two white over one red—"D" class; and
22nd Destroyer Flotilla (.....): nil—..... class.
Over the whole period the Royal Australian Navy and the Royal Canadian Navy each maintained a destroyer flotilla, but except for the flotilla leaders they wore no distinctive funnel bands. Following the outbreak of hostilities the distinctive bands were generally painted-out, and war losses and operational requirements soon broke down the homogeneity of the individual flotillas.

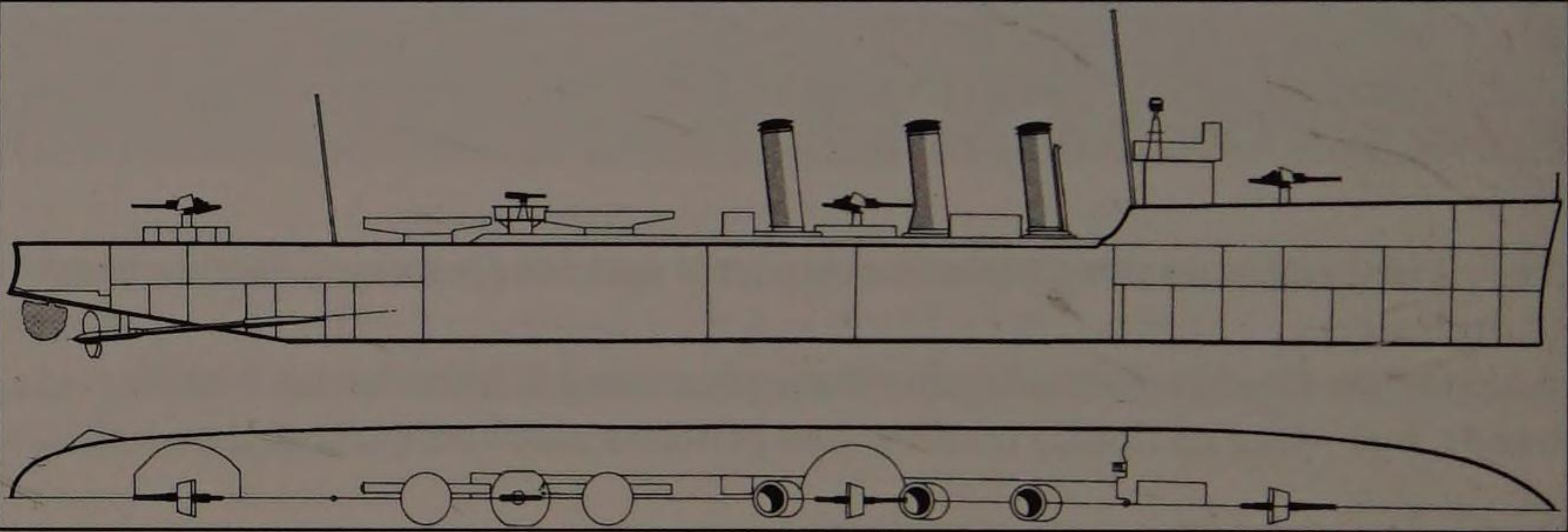
Old "R" class: SKATE.

The sole survivor of a class of 39 units (excluding builders' variants and the modified "R" class), the *Skate* was a typical example of the standard First World War destroyer. The "R" class had the same hull form as the preceding "M" class, and differed principally in having a twin-screw geared drive—as opposed to triple screw direct drive—installed, and the quarterdeck gun was mounted on a raised bandstand.
During the war the *Skate* was re-armed for escort duties when type 291 A.W.RDF was added at the masthead, the amidships 4in gun was replaced by two 20mm AA (2×1), the torpedo tubes and the 2pdr AA gun were removed and replaced by a 12pdr AA gun and depth charge stowage, and the quarter-deck 4in gun was removed and replaced by four A/S mortars and two stern racks for depth charges.
A Thornycroft "R" class, the *Radiant*, was sold to the Royal Siamese Navy in 1920 and renamed *Phra Ruang*; and remained in service until 1957 when scrapped.

Right: Inboard profile of the "R" class.
Below: The *Skate* modified for escort work . (IWM)

SKATE: LEGEND PARTICULARS

Displacement: 900 tons (1,220 tons full load).
Dimensions: 265 (pp)/276 (oa) × 26¾ × 16¾d/8½ (10¾ full load) feet.
Machinery: Three Yarrow water-tube boilers (250lb/in²), two shafts, Brown-Curtis SR geared turbines SHP 27,000 = 36 (32½ full load) knots.
Bunkers & radius: O.F. 296 tons, 3,440/1,860nm @ 15/20 knots.
Armament: Three 4in (3×1), one 2pdr AA, five machine (5×1) guns; four 21in (2×2) T.T.
Complement: 90.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 8/12/15							
H.39	SKATE	J Brown (Clydebank)	J Brown (Clydebank)	12. 1.16	11. 1.17	19. 2.17	Sold J Cashmore 4/7/47, arrived Newport 20/7/47 for scrapping.



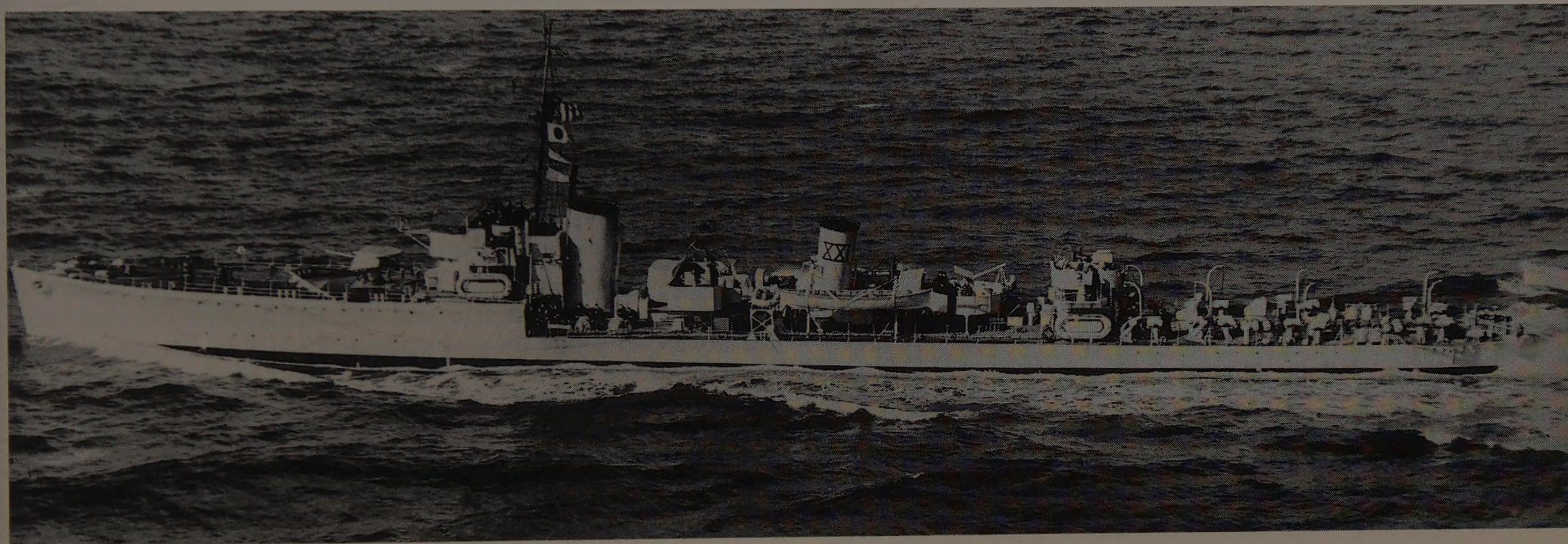
Old "S" class: SABRE, SALADIN, SARDONYX, SCIMITAR, SCOUT, SHIKARI, *STRONGHOLD, *STURDY, TENEDOS, THANET, *THRACIAN.

The Yarrow "R" class (seven units) and the modified "R" class (eleven units) were both 2-funnelled designs, which enabled the bridge to be sited farther aft; and this feature was incorporated in the "S" class design with the addition of a single 18in T.T. on each side at the break of the fo'c'sle, the bridge was enlarged and given a rounded face, the fo'c'sle had increased sheer with a slight turtle back, and the 2pdr AA gun was re-positioned abaft the after bank of T.T. which had the searchlight mounted on it.

The open space under the bridge for the 18in T.T. made these ships readily distinguishable from the modified "R" class; but when these T.T. were later removed, and the side plated over, the difference was not readily apparent. Despite the superior performance of the builders' variants when new, the Admiralty-designed vessels proved more enduring; but in the parsimonious years "between the wars" two "S" class (the *Saturn* and *Sycamore*) were cancelled, and a further 44—excluding 13 builders' variants—were scrapped.

On deferred completion in 1924 the *Shikari* was fitted-out as a controlling vessel for the target ships *Agamemnon* and *Centurion*; others had their armament reduced while serving as attendant destroyers to aircraft carriers;

Below: The *Scimitar* modified for escort work. (IWM)



OLD "S" CLASS: LEGEND PARTICULARS

Displacement: 905 tons (1,220 tons full load).

Dimensions: 265 (pp)/276 (oa) × 26¾ × 16¼d/8½ (10¾ full load) feet.

Machinery: Three Yarrow water-tube boilers (250lb/in²), two shafts, Brown-Curtis SR geared turbines SHP 27,000 = 36 (32½ full load) knots.

Bunkers & radius: O.F. 301 tons, 2,750/1,215nm @ 15/25 knots.

Armament: Three except * two 4in (2/3×1), one 2pdr AA, five machine (5×1) guns; four 21in (2×2) T.T. except * fitted for minelaying.

Complement: 90.

the *Sabre* was de-militarised 1937 to act as a target; and in 1938/39 the *Stronghold*, *Sturdy*, and *Thracian* had their T.T. and quarterdeck gun removed on conversion to minelayers, and could stow 40 mines.

In 1941/42 the surviving units were modified for escort work on much the same lines as the *Skate*. Initially, the midships 4in gun was replaced by eight .5in AA (2×4) machine guns, the T.T. and quarterdeck 4in gun were removed and replaced by a 12pdr AA gun (in lieu of the forward bank of T.T.), and eight A/S mortars and two stern racks for depth charges. Later, the quadruple machine .5in guns were replaced by single 20mm AA, and two more 20mm AA were added farther aft; four A/S mortars amidships were removed; and AW.291 RDF was fitted at the masthead, and in the *Shikari* this was later replaced by AW.292 on a lattice mast aft.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..4/17							
H.18	SABRE	Stephen (Linthouse)	Stephen (Linthouse)	10. 9.17	23. 9.18	9.11.18	Completed Fairfield (Govan); sold G W Brunton ..../45, arrived Grangemouth ..../46 for scrapping.
H.54	SALADIN	-do-	-do-	10. 9.17	17. 2.19	11. 4.19	Sold E Rees ..../47, arrived Llanelli 3/7/47 for scrapping.
H.21	SCIMITAR	J Brown (Clydebank)	J Brown (Clydebank)	30. 5.17	27. 2.18	29. 4.18	Sold T W Ward ..../47, arrived Briton Ferry 30/6/47 for scrapping.
H.51	SCOUT	-do-	-do-	25.10.17	27. 4.18	15. 6.18	Sold T W Ward 11/2/46, arrived Briton Ferry 2/3/46 for scrapping.
D.85	SHIKARI	Doxford (Sunderland)	Doxford (Sunderland)	15. 1.18	14. 7.19	 4.24	Completed Chatham Dockyard; sold J Cashmore 13/9/45, arrived Newport 4/11/45 for scrapping.
Ordered ..6/17							
H.26	SARDONYX	Stephen (Linthouse)	Stephen (Linthouse)	25. 3.18	27. 5.19	12. 7.19	Sold T W Ward ..../45, arrived Preston ..9/45 for scrapping.
H.50	STRONGHOLD	Scotts (Greenock)	Scotts (Greenock)	 3.18	6. 5.19	2. 7.19	Gunfire IJN cruisers & destroyers south of Java 2/3/42.
H.28	STURDY	-do-	-do-	 4.18	25. 6.19	15.10.19	Wrecked Tiree Island 30/10/40.
H.04	TENEDOS	Hawthorn Leslie	Hawthorn Leslie	6.12.17	21.10.18	11. 6.19	Bombed IJN carrier aircraft off Colombo 5/4/42.
H.28	THANET	-do-	-do-	13.12.17	5.11.18	30. 8.19	Gunfire IJN cruisers & destroyers off Endau 27/1/42.
D.86	THRACIAN	-do-	-do-	10. 1.18	5. 3.20	21. 4.20	Completed Sheerness Dockyard; bombed Japanese aircraft & beached Hong Kong 24/12/42, salvaged and IJN patrol vessel No. 101 (1942), retroceded ..9/45, sold British shipbreaker ..2/46, arrived Hong Kong ..../46 for scrapping.

Old "V" class: †VALENTINE, VALOROUS, ‡VAMPIRE, VANESSA, VANITY, *VANOC, VANQUISHER, †VEGA, †*VELOX, VENDETTA, VENETIA, VERDUN, *VERSATILE, VESPER, VIDETTE, †VIMIERA, *VIMY, VIVACIOUS, VIVIEN, ‡*VORTIGERN, VOYAGER.

Old "W" class: WAKEFUL, WALKER, WALPOLE, WARWICK, WATCHMAN, †WATERHEN, WESSEX, WESTCOTT, WESTMINSTER, WHIRLWIND, WHITLEY, ‡WINCHELSEA, ‡WINCHESTER, WINDSOR, WOLFHOUND, †WRESTLER, †WRYNECK.

Modified "W" class: (first group) VANSITTART, VENOMOUS, VERITY, VOLUNTEER, WANDERER, †WHITEHALL, WREN; (second group) VETERAN, †WHITSHED, †WILD SWAN, ‡WITHERINGTON, ‡WIVERN, ‡WOLVERINE, ‡WORCESTER.

These classes owed their inception to the fact that none of the existing flotilla leaders could keep pace with the "R" class; but to speed construction they were to have the same machinery as the "R" class, and as they would be inevitably larger the resulting slight loss in speed was accepted.

Initially, orders were placed for only five flotilla leaders, but in view of persistent reports (later proved incorrect) of new powerful German destroyers a further 25 ("V" class) were ordered to the same design except that two, allocated to Thornycroft, were to their own design within Admiralty specifications. The extra accommodation and communications equipment provided in the flotilla leaders were omitted in these follow-on vessels.

While the gun armament the same as in the earlier flotilla leaders, No. 3 gun was moved aft, from its position between the funnels, to a super-firing position forward of No. 4 gun; so that all the guns had a higher command with improved bow and stern arcs. The designed armament included two 2pdr AA (2×1) guns, but this was altered early on to one 12pdr AA, which was also utilised to illuminate surface targets by starshell.

By adopting a 3-boiler design, together with the superimposed guns, the "V" class were some 15ft shorter than the earlier flotilla leaders, and proved

Below: Early war modifications to the *Walpole* ("W" class) included the addition of AW.RDF at the masthead, SW.RDF replaced the director and rangefinder on the bridge, 20mm AA guns in bridge wings and abaft the aft funnel, and 12pdr AA gun in place of the aft bank of T.T. (IWM)

"V", "W" & MODIFIED "W" CLASSES: LEGEND PARTICULARS

Displacement: "V" class 1,090 tons (1,475/1,480 tons full load), "W" class 1,100 tons (1,457 tons full load), Modified "W" class 1,120 tons (1,508 tons full load).

Dimensions: 300 (pp)/312 (oa) × 29½ × 18¼d/8½ (11¼ full load) feet.

Machinery: Three Yarrow except ‡ White-Foster water-tube boilers (250lb/in²), two shafts, Brown-Curtis except † Parsons SR geared turbines SHP 27,000 = 34 (32 full load) knots.

Bunkers & radius: O.F. 367 tons, 3,500/1,800/900nm @ 15/18/32k except Modified "W" class 3,200/600nm @ 15/32k.

Armament: Four 4in except Modified "W" class 4.7in (4×1), one except Modified "W" class two 2pdr AA (1/2×1), five 303in AA machine (5×1) guns; six except * five 21in (2×3 except * 1×3/1×2) T.T.

Complement: 134.

most economical steamers. Consequently, construction and running costs were considerably reduced. Twelve units were fitted to carry 60 mines and landed all sweeping gear, No. 4 gun, and the after bank of T.T. to compensate. They could be converted in under 24hr, and were always distinctive by the minelaying chutes at the stern.

The triple T.T. was available when the next order was placed for 21 vessels (one 6-tube "V" and 20 "W" class); and again the two awarded to Thornycroft were of their own design. The hulls of the latter were enlarged to accommodate more powerful machinery, and their flat-sided funnels of equal height clearly distinguished them from the Admiralty-designed units: four of which were adaptable for minelaying.

As the "R" class had been given names starting with the initial letters R, S, T, and U, these vessels were given V and W names as the Admiralty wished to continue the alphabetical series which had become standard with destroyers.

Additional orders were placed in 1918 for 16 units (including two builders variants by Thornycroft), and then 38 "W" class; and again brought-up an earlier proposal—that had been put forward while the "V" class were building—to arm them with 4.7in guns. Although arguments were advanced that they lacked stability to carry the heavier gun it was ruled that they be shipped, and in practice they readily accommodated this additional topweight. This decision may also have influenced the 12pdr AA being replaced by two 2pdr AA (2×1) guns.

To enable the bridge to be sited farther aft the 38 "W" class had the position of the boiler rooms transposed. This placed the larger compartment—containing two boilers—adjacent to the engine room, and resulted in less





Top: The *Vega* ("V" class) converted into a fast escort vessel. (IWM)
Above: Early war modifications to the *Volunteer* (Modified "W" class) included the addition of AW.RDF at the masthead, 20mm AA guns between the funnels and abaft the aft funnel, a 12pdr AA gun in place of the aft T.T., and Y gun removed for additional depth charge stowage. (Admiralty)
Below: Later war modifications to the *Wolverine* (Modified "W" class) entailed replacing A gun with an A/S spigot mortar (Hedgehog), and the director and rangefinder on the bridge with SW.271 RDF. (IWM)

effective watertight sub-division. As this entailed stepping the after funnel farther aft, the 2pdr guns that were to be mounted abaft it had to be moved forward to a position between the funnels.

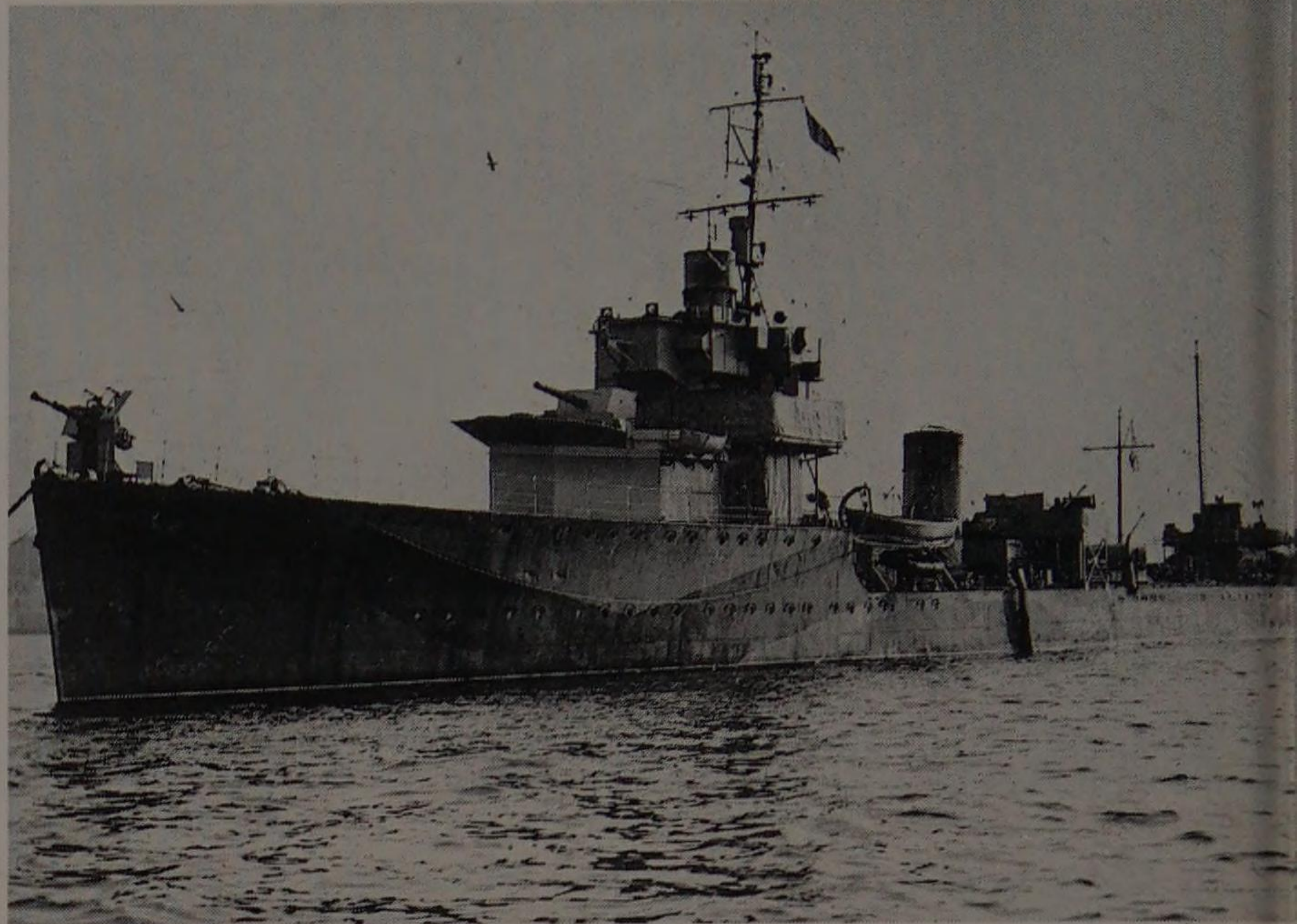
As a result of these modifications these vessels became known as the modified "W" class, and formed two distinct groups: the first group had the double boiler room forward and had a thin fore funnel, while the second group had the single boiler room forward and a thick fore funnel. The



Thornycroft pair, which had initiated the latter arrangement, differed in having the usual flat-sided funnels of equal height. The end of hostilities in 1918 resulted in these final orders being severely cut-back; and seven of the first group, and 31 of the second group, were cancelled.

One "V" class was lost during the First World War, and two more in the Baltic operations that followed. In 1920 the remainder of the class—less the *Vampire* and *Voyager* which had been built as 6-tube "V"—had their twin T.T. replaced by triple banks except in the *Vancouver* (renamed *Vimy* in 1928), *Vanoc*, *Velox*, *Versatile*, and *Vortigern* in which only the forward twin bank was replaced by a triple, and in all the 12pdr AA was replaced by a 2pdr AA gun. It was not until 1930 that the "V" and "W" classes started to be replaced by new construction, and in the years that followed five "V" and one "W" were scrapped.

Right: The *Watchman* ("W" class) converted into a long-range escort, with a 2pdr bowchaser mounted to beat-off MTB attacks, AW and SW.RDF fitted at the head of the foremast and on the bridge, a vertical HF/DF mast stepped aft, and six 20mm AA (6×1) guns added. The spigot A/S mortar (Hedgehog) on the fo'c'sle has been touched-out by the wartime censor. (Admiralty)



**Thornycroft "V" class: VICEROY, VISCOUNT;
Thornycroft "W" class: WOLSEY, WOOLSTON;
Thornycroft Modified "W" class: *WISHART, *WITCH.**

By 1937 the worsening international situation halted further scrappings—the *Walrus* was only scrapped in 1938 because she was accidentally wrecked while being towed south for refit—and it was planned to convert the 4in gunned "V" and "W" classes to fast escort vessels. For this purpose the original armament was removed; and was replaced by four 4in AA guns in twin mountings forward and aft, two multiple .5in AA machine guns (2×4) arranged *en echelon* amidships to widen their arcs across the bow and stern, and two A/S aft together with two racks at the stern for depth charges. New bridgework was also installed, which carried an HA.DCT; but no alteration was made to the machinery, although the belief persisted that one boiler had been removed.

However, before this conversion programme could be greatly advanced the Second World War started in 1939, and with every available vessel pressed into service further such extensive conversions had to be abandoned. Thereafter war expediency dictated the scale of alteration that could be effected. Some units were such early war losses that no alterations were possible; while the Royal Australian Navy flotilla was kept so actively employed in the Mediterranean, and then in the Far East, that it had no opportunity to carry out other than minor modifications.

War experience, coupled with the chronic shortage of escort vessels, soon showed the need to augment the AA and A/S armament. This was achieved as simply as possible by replacing the after bank of torpedo tubes by a 12pdr AA gun and two A/S mortars, the quarterdeck 4in gun was removed to increase depth charge stowage, and light AA guns and AW.RDF were added as they became available. Those vessels engaged in East Coast escort work, and subject to attack by German MTBs, shipped a 2pdr bowchaser; and some later had the fo'c'sle 4in gun replaced by a twin 6pdr mounting to cope with this type of attack.

The vessels engaged in Atlantic escort work were circumscribed by their lack of operating radius, and to improve this the forward boiler and fore funnel were removed—in addition to the alterations effected above—and the space utilised as extra accommodation and additional bunker capacity. They were then classed as long-range escorts, with the result that the vessels not so modified were retrospectively classed as short-range escorts. As the long-range escorts were primarily engaged in A/S warfare the gun director and rangefinder on the bridge were replaced by SW.RDF, and the 4in fo'c'sle gun by an ahead throwing spigot mortar—the Hedgehog—when it was introduced in 1941. This conversion could not be applied to the second group of the Modified "W" class, or Thornycroft's *Wishart* and *Witch*, as their boiler

THORNEYCROFT "V", "W" & MODIFIED "W" CLASSES: LEGEND PARTICULARS

Displacement: 1,120 tons (1,512 tons full load) except * 1,140 tons (1,532 tons full load).

Dimensions: 300 (pp)/312 (oa) × 30¾ × 19d/8½ (10¾ full load) feet.

Machinery: Three Yarrow water-tube boilers (250lb/in²), two shafts, Brown-Curtis SR geared turbines SHP 30,000 = 35 (32 full load) knots.

Bunkers & radius: O.F. 374 tons, 3,500/900nm @ 15/32k.

Armament: Four 4in except * 4.7in (4×1), one except * two 2pdr AA (1/2×1), five .303in AA machine (5×1) guns; six 21in (2×3) T.T.

Complement: 134.

room arrangements had been transposed; and to remove the forward boiler would leave the remaining pair in a single compartment, which would prove difficult to sub-divide.

Some vessels were first altered to short-range escorts, and then later to long-range escorts; and the following lists the general modifications carried-out on the various sub-groups of the class:—

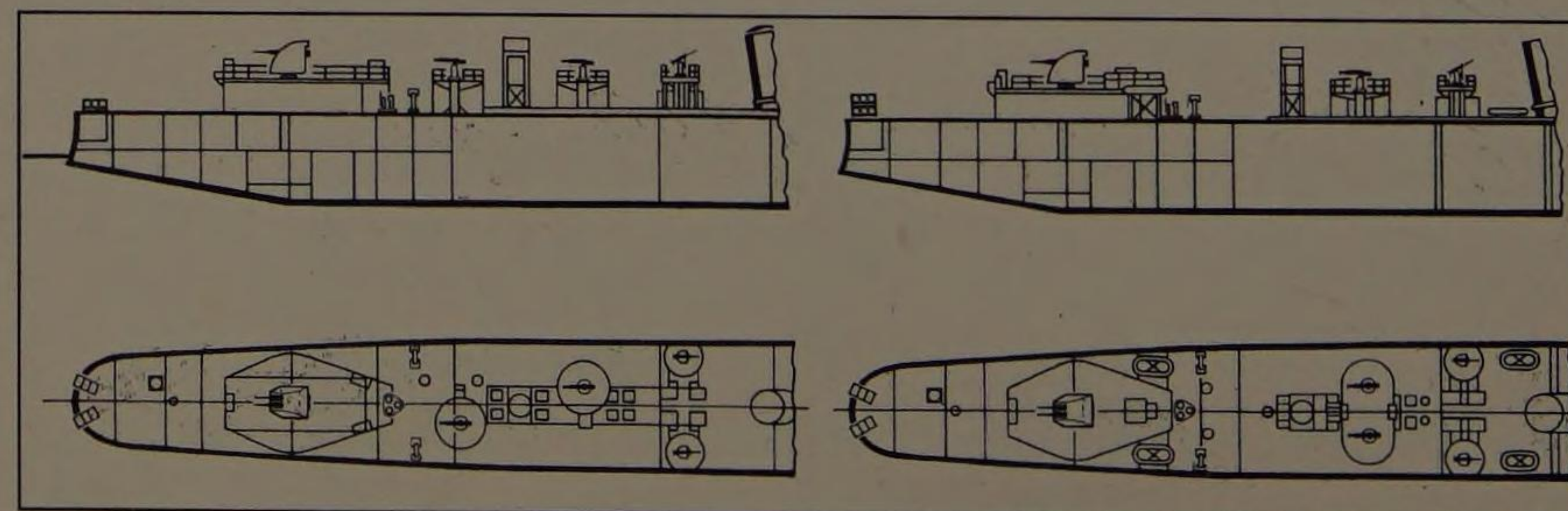
Unaltered: "V" class *Vampire*, *Vendetta*, *Venetia*, *Voyager*; "W" class *Wakeful*, *Waterhen*, *Wessex*, *Whirlwind*; Modified "W" class *Wren*.

The four Royal Australian Navy vessels (the *Vampire*, *Vendetta*, *Voyager*, and *Waterhen*) had the after bank of torpedo tubes replaced by a 12pdr AA gun, and two/four 20mm AA (2/4×1) and four .5in AA machine (1×4) guns were added,

Fast escort vessels: "V" class *Valentine*, *Valorous*, *Vanity*, *Vega*, *Verdun*, *Vimiera*, *Vivien*; Thornycroft "V" class *Viceroy*; "W" class *Westminster*, *Whitley*, *Winchester*, *Wolfhound*, *Wryneck*; Thornycroft "W" class *Wolsey*, *Woolston*.

These vessels were armed with four 4in AA (2×2) and eight .5in AA machine (2×4) guns. The multiple machine guns were later replaced by two

Below: Modified arrangements on the *Woolston* (left), and the *Viceroy* and *Wolsey* (right) with 2pdr AA guns added.



20mm AA (2×1) guns, and most had two more 20mm AA (2×1) guns added in the bridge wings. In addition the *Viceroy*, *Wolsey*, and *Woolston* had two 2pdr AA (2×1) guns; and for a brief period *Viceroy* retained the forward bank of torpedo tubes. AW.285 RDF was fitted to the HA.DCT, and SW.271 was later added amidships in the Thornycroft vessels and the "W" class. Four more vessels were scheduled for conversion, but the *Walrus* was wrecked; and the *Wakeful*, *Windsor*, and *Wrestler* remained unaltered because of the outbreak of war.

Short-range escorts: "V" class *Vivacious*, *Vortigern*; "W" class *Walpole*, *Windsor*; Modified "W" class (second group) *Veteran*, *Whitshed*, *Wild Swan*, *Witherington*, *Wivern*, *Wolverine*, *Worcester*; Thornycroft Modified "W" class *Wishart*, *Witch*.

These vessels were armed with three 4in/4.7in (3×1), one 12pdr AA, two 2pdr AA (2×1) guns; and three 21in (1×3) T.T. Most had two 20mm AA (2×1) added in the bridge wings, and in place of the 2pdr AA guns; AW. 291 RDF was fitted at the masthead, and an ahead throwing weapon (Hedgehog) replaced the fo'c'sle 4in/4.7in gun. In the *Walpole* and *Windsor* the fo'c'sle gun was replaced by a twin 6pdr mounting, and a third 2pdr AA was added on the quarterdeck; and the *Whitshed*, *Witherington*, *Wivern*, and *Wolverine* were similarly armed, except that the 12pdr AA gun was removed and replaced by SW.273 RDF, a 20mm AA replaced the 2pdr AA gun on the quarterdeck, and the *Witherington* only had the torpedo tubes removed.

Long-range escorts: "V" class *Vanessa*, *Vanoc*, *Vanquisher*, *Velox*, *Versatile*, *Vesper*, *Vidette*, *Vimy*; Thornycroft "V" class *Viscount*; "W" class *Walker*, *Warwick*, *Watchman*, *Westcott*, *Winchelsea*, *Wrestler*; Modified "W" class (first group) *Vansittart*, *Venomous*, *Verity*, *Volunteer*, *Wanderer*, *Whitehall*. These vessels were armed with two 4in/4.7in (2×1), one 12pdr AA (in most, and later removed), two 2pdr AA (2×1—later replaced by 20mm AA), two 20mm AA (2×1) guns, one ahead throwing weapon (Hedgehog), four A/S mortars and two racks for depth charges, and three 21in (1×3) T.T. in the *Viscount* only. AW.291 RDF was fitted at the masthead, and SW.271 on the bridge; while some vessels mounted an additional 2pdr bowchaser. As air training target ships the *Vanessa*, *Velox*, and *Venomous* later reduced to two 4in/4.7in (2×1) and four 20mm AA (4×1) guns only; but were provided with deck stowage for twelve aircraft practice torpedoes. Installed power was reduced to 18,000 SHP (20,000 SHP in the *Viscount*) for a speed of 25 knots.



Above: Aft arrangements of "V"/"W" class conversion to fast escort vessel. (Admiralty)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..4/16							
L.00	VALOROUS ex-Montrose	Denny (Dumbarton)	Denny (Dumbarton)	25. 5.16	8. 5.17	21. 8.17	Sold Stockton Shipping & Salvage 4/3/47, arrived Thornaby ..../47 for scrapping.
Ordered ..7/16							
D.49	VALENTINE (i) ex-Bruce	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	7. 8.16	24. 3.17	27. 6.17	Beached off Terneuzen 15/5/40 after bombed L.60 German aircraft, salvaged ..1/53 & scrapped.
D.68	VAMPIRE (i) ex-Wallace	White (Cowes)	White (Cowes)	10.10.16	21. 5.17	22. 9.17	RAN; bombed IJN aircraft Bay of Bengal 9/4/42.
Ordered 30/6/16							
D.29	VANESSA	Beardmore (Dalmuir)	Beardmore (Dalmuir)	16. 5.17	16. 3.18	27. 4.18	Sold Metal Industries 4/5/47, arrived Charlestown ..2/48 for scrapping.
D.28 L.38	VANITY	-do-	-do-	28. 7.17	3. 5.18	21. 6.18	Sold G W Brunton 3/4/47, arrived Grangemouth ..../47 for scrapping.
H.33	VANOC	J Brown (Clydebank)	J Brown (Clydebank)	20. 9.16	14. 6.17	15. 8.17	Sold T W Ward 26/7/45, wrecked Penryn en route shipbreakers ..6/46, salvaged & scrapped Falmouth.
D.54	VANQUISHER	-do-	-do-	27. 9.16	18. 8.17	2.10.17	Sold Metal Industries 4/5/47, arrived Charlestown ..12/48 for scrapping.
D.52 L.41	VEGA	Doxford (Sunderland)	Doxford (Sunderland)	11.12.16	1. 9.17	14.12.17	Sold Clayton & Davie 4/3/47, arrived Dunston 26/3/48 for scrapping.
D.34	VELOX	-do-	-do-	 1.17	17.11.17	1. 4.18	Sold Metal Industries 18/2/47, arrived Charlestown ..11/47 for scrapping.
D.69	VENDETTA (i)	Fairfield (Govan)	Fairfield (Govan)	11.16	3. 9.17	17.10.17	RAN; scuttled off Sydney Heads 2/7/48.
D.53	VENETIA (i)	-do-	-do-	2. 2. 17	29.10.17	19.12.17	Mined Thames estuary 19/10/40.
D.93	VERDUN	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	13. 1.17	21. 8.17	3.11.17	Sold T W Ward ..../46, arrived Inverkeithing ..4/46 for scrapping.
D.32	VERSATILE	-do-	-do-	31. 1.17	31.10.17	11. 2.18	Sold Granton Shipbreaking..8/48, arrived Granton ..1/49 for scrapping.
D.55	VESPER	Stephen (Linthouse)	Stephen (Linthouse)	7.12.16	15.12.17	20. 2.18	Sold T W Ward 4/3/47, arrived Inverkeithing ..3/48 for scrapping.

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D.48	VIDETTE (i)	-do-	-do-	1. 2.17	28. 2.18	27. 4.18	Sold G W Brunton 4/3/47, arrived Grangemouth .././47 for scrapping.
D.23 L.29	VIMIERA (i)	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	10.16	22. 6.17	19. 9.17	Mined Thames estuary 9/1/42.
D.33	VIMY	Beardmore (Dalmuir)	Beardmore (Dalmuir)	15. 3.17	28.12.17	9. 3.18	Sold Metal Industries .././47, arrived Rosyth & Charlestown ../2/48 for scrapping.
D.36	VIVACIOUS	Yarrow (Scotstoun)	Yarrow (Scotstoun)	 7.16	3.11.17	29.12.17	Sold Metal Industries 17/5/47, arrived Charlestown 10/9/48 for scrapping.
L.33	VIVIEN	-do-	-do-	 7.16	16. 2.18	28. 5.18	Sold Metal Industries 18/2/47, arrived Rosyth & Charlestown ../4/48 for scrapping.
Ordered ../8/16							
D.37	VORTIGERN	White (Cowes)	White (Cowes)	17. 1.17	15.10.17	25. 1.18	Torpedoed German MTB off Cromer 15/3/42.
Ordered 9/12/16							
D.31	VOYAGER (i)	Stephen (Linthouse)	Stephen (Linthouse)	17. 5.17	8. 5.18	24. 6.18	RAN; beached Timor Island 23/9/42 after bombed Japanese aircraft.
Ordered 30/6/16							
D.91 L.21	VICEROY	Thornycroft (Wools- ton)	Thornycroft (Wools- ton)	15.12.16	17.11.17	18. 1.18	Sold G W Brunton .././48, arrived Grangemouth ../6/48 for scrapping.
D.92	VISCOUNT	-do-	-do-	20.12.16	29.12.17	4. 3. 18	Sold Clayton & Davie .././47, arrived Dunston 27/5/47 for scrapping.
Ordered 9/12/16							
H.88 L.91	WAKEFUL	Beardmore (Dalmuir)	Beardmore (Dalmuir)	17. 1.17	6.10.17	16.11.17	Torpedoed German MTB S.30 off Nieuport 29/5/40.
D.27	WALKER	Denny (Dumbarton)	Denny (Dumbarton)	26. 3.17	29.11.17	12. 2.18	Sold West of Scotland Shipbreaking .././46, arrived Troon ../3/46 for scrapping.
D.41	WALPOLE	Doxford (Sunderland)	Doxford (Sunderland)	 5.17	12. 2.18	7. 8.18	Mined North Sea 6/1/45 & written-off as a constructive total loss, sold T W Ward 8/2/45, arrived Grays ../3/45 for scrapping.
D.25	WARWICK	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	10. 3.17	28.12.17	18. 3.18	Torpedoed German submarine U.413 off Trevoise Head 20/2/44.
D.26	WATCHMAN	Beardmore (Dalmuir)	Beardmore (Dalmuir)	17. 1.17	2.11.17	26. 1.18	Sold T W Ward 23/7/45, arrived Inverkeithing .././45 for scrapping.
D.22	WATERHEN (i)	Palmers (Jarrow)	Palmers (Jarrow)	 7.17	26. 3.18	17. 4.18	RAN; foundered off Sollum after bombed German & Italian aircraft 29/6/41.
D.43	WESSEX (i)	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	23. 5.17	12. 3.18	11. 5.18	Bombed German aircraft off Calais 25/4/40.
D.47	WESTCOTT	Denny (Dumbarton)	Denny (Dumbarton)	30. 3.17	14. 2.18	12. 4.18	Sold West of Scotland Shipbreaking 8/1/46, arrived Troon ../5/46 for scrapping.
D.45 L.40	WESTMINSTER	Scotts (Greenock)	Scotts (Greenock)	 4.17	25. 2.18	18. 4.18	Sold Metal Industries 4/3/47, arrived Rosyth ../8/48 for scrapping.
D.30	WHIRLWIND (i)	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	 5.17	15.12.17	15. 3.18	Torpedoed German submarine U.34 south-west of Ireland 5/7/40.
L.23	WHITLEY <i>ex-Whitby</i>	Doxford (Sunderland)	Doxford (Sunderland)	 6.17	13. 4.18	14.10.18	Beached Nieuport/Oostende 19/5/40 after bombed German aircraft.
D.46	WINCHELSEA	White (Cowes)	White (Cowes)	24. 5.17	15.12.17	15. 3.18	Sold Metal Industries 20/3/45, arrived Rosyth & Charlestown ../8/45 for scrapping.
L.35	WINCHESTER	-do-	-do-	12. 6.17	1. 2.18	29. 4.18	Sold T W Ward 5/3/46, arrived Inverkeithing .././46 for scrapping.
D.42 L.94	WINDSOR	Scotts (Greenock)	Scotts (Greenock)	 4.17	21. 6.18	28. 8.18	Sold Metal Industries 4/3/47, arrived Charlestown ../5/49 for scrapping.
D.56	WOLFHOUND	Fairfield (Govan)	Fairfield (Govan)	 4.17	14. 3.18	27. 4.18	Sold Granton Shipbreakers 18/2/48, arrived Granton .././48 for scrapping.
L.10	WRESTLER	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	 4.17	25. 2.18	15. 5.18	Mined off Normandie (Juno Beach area) 6/6/44 & written-off as a constructive total loss, sold J Cashmore .././44, arrived Newport 15/8/44 for scrapping.
D.21 L.04	WRYNECK	Palmers (Jarrow)	Palmers (Jarrow)	 4.17	13. 5.18	11.11.18	Bombed German aircraft south of Morea 27/4/41.
Ordered 9/12/16							
D.98 L.02	WOLSEY	Thornycroft (Wools- ton)	Thornycroft (Wools- ton)	28. 3.17	16. 3.18	14. 5.18	Sold T Young 4/3/47, arrived Sunderland .././47 for scrapping.
L.49	WOOLSTON	-do-	-do-	25. 4.17	27. 1.18	28. 6.18	Sold G & W Brunton 18/2/47, arrived Grangemouth .././47 for scrapping.
Ordered ../1/18							
D.64	VANSITTART	Beardmore (Dalmuir)	Beardmore (Dalmuir)	1. 7.18	17. 4.19	5.11.19	Sold J Cashmore 25/2/46, arrived Newport 5/5/46 for scrapping.
D.75	VENOMOUS <i>ex-Venom</i>	J Brown (Clydebank)	J Brown (Clydebank)	31. 5.18	21.12.18	24. 8.19	Sold Metal Industries 4/3/47, arrived Charlestown ../8/48 for scrapping.
D.63	VERITY	-do-	-do-	17. 5.18	19. 3.19	17. 9.19	Sold J Cashmore .././47, arrived Newport 14/9/47 for scrapping.

D.71	VOLUNTEER	Denny (Dumbarton)	Denny (Dumbarton)	16. 4.18	17. 4.19	7.11.19	Sold Granton Shipbreaking 4/3/47, arrived Granton ..4/48 for scrapping.
D.74	WANDERER	Fairfield (Govan)	Fairfield (Govan)	7. 8.18	1. 5.19	18. 9.19	Sold Hughes Bolckow 31/1/46, arrived Blyth ../46 for scrapping.
D.94	WHITEHALL	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	 6.18	11. 9.19	9. 7.24	Completed Chatham Dockyard; sold T W Ward ../45, arrived Barrow 27/10/45 for scrapping.
D.88	WREN	Yarrow (Scotstoun)	Yarrow (Scotstoun)	 6.18	11.11.19	27. 1.23	Completed Pembroke Dockyard; bombed German aircraft off Aldeburgh 27/7/40.
Ordered ../4/18							
D.72	VETERAN	J Brown (Clydebank)	J Brown (Clydebank)	30. 8.18	26. 4.19	13.11.19	Torpedoed German submarine U.404 North Atlantic 26/9/42.
D.77	WHITSHED	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	3. 6.18	31. 1.19	11. 7.19	Sold J J King 18/2/47, arrived Gateshead ../48 for scrapping.
D.62	WILD SWAN	-do-	-do-	 7.15	17. 5.19	14.11.19	Lost collision with Spanish trawler Bay of Biscay 17/6/42 after bombed German aircraft.
D.76	WITHERINGTON	White (Cowes)	White (Cowes)	27. 9.18	16. 4.19	10.10.19	Sold Metal Industries 20/3/47, wrecked en route Charlestown 29/4/47.
D.66	WIVERN	-do-	-do-	19. 8.18	16. 4.19	23.12.19	Sold Metal Industries 18/2/47, arrived Charlestown ../10/48 for scrapping.
D.78	WOLVERINE	-do-	-do-	8.10.18	17. 7.19	27. 2.20	Sold West of Scotland Shipbreaking 28/1/46, arrived Troon ../9/46 for scrapping.
D.96	WORCESTER	-do-	-do-	20.12.18	24.10.19	20. 9.22	Completed Portsmouth Dockyard; mined North Sea 23/12/43 & hulked as accommodation ship YEOMAN (1945), sold T W Ward ../47, arrived Grays ../2/47 for scrapping.
Ordered ../1/18							
D.67	WISHART	Thornycroft (Wools-ton)	Thornycroft (Wools-ton)	18. 5.18	18. 7.19	 6.20	Sold T W Ward 20/3/45, arrived Inverkeithing ../46 for scrapping.
D.89	WITCH	-do-	-do-	13. 6.18	11.11.19	 3.24	Completed Devonport Dockyard, sold G W Brunton 12/7/46, arrived Grangemouth ../46 for scrapping.

Although the demand for a larger flotilla leader, better able to maintain speed and stand up to heavy weather, had been met by the “V” class, even before they were completed there was a further requirement that they be armed to counter German destroyers reported building with 5in guns.

Simultaneous but separate fresh designs were prepared by Thornycroft and the Admiralty. The former proposed six 4in guns, and while this was rejected in favour of the Admiralty “V” design, it could without undue difficulty be modified to mount 5in guns: the proposed armament of a second Admiralty-designed flotilla leader. As no 5in gun was available it was decided to adopt the Army 4.7in gun to save time, despite the fact that the shell and charge were separate, and slowed the rate of fire. When re-submitted the amended Thornycroft design was accepted without demur, and many of its features were incorporated into the Admiralty design.

Not surprisingly the Thornycroft “Shakespeare” class and the Admiralty “Scott” class were remarkably similar vessels: the former having finer ends,

and subsequently proving faster. Orders for seven vessels (two were later cancelled) were placed with Thornycroft, and the Admiralty order was shared between Cammell Laird (six vessels) and Hawthorn Leslie (two vessels). Once trials had demonstrated the superiority of the Thornycroft design, two further orders placed with Cammell Laird were changed from the “Scott” to the “Shakespeare” class, but the termination of hostilities resulted in both being finally cancelled. While building the armament of both classes was modified: a 3in AA replacing the original two 2pdr AA guns, and triple instead of twin torpedo tubes were installed.

The success of the “Shakespeare”/“Scott” classes can, perhaps, be best gauged by foreign orders placed for them: sixteen by Spain (two later sold to Argentina), two by Roumania, and three by Argentina; and they were the best destroyers of their day.

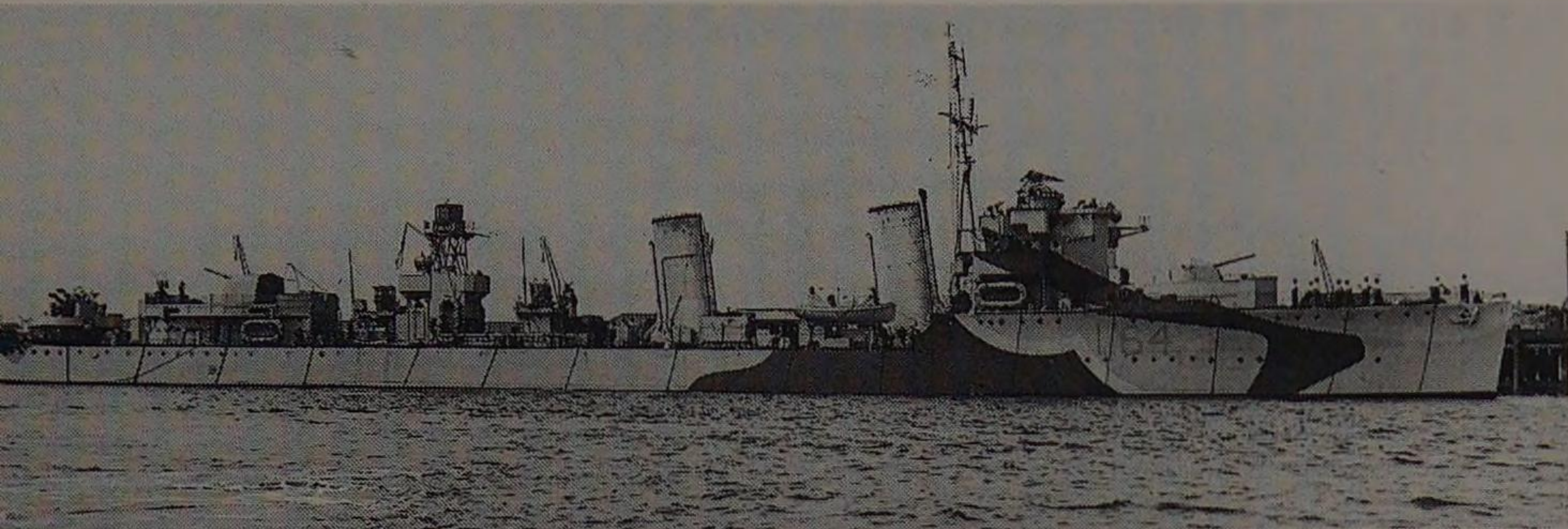
“Shakespeare” class: BROKE, KEPPEL, *WALLACE.

Just prior to the outbreak of the Second World War the *Wallace* was converted to a fast escort vessel, and was re-armed like the “V” and “W” classes, except that her larger dimensions enabled a multiple 2pdr AA (1×4) mounting to be worked-in aft. During the war the multiple .5in AA machine guns were replaced by single 2pdr AA guns, four 20mm AA (4×1) guns were added in the bridge wings and amidships, AW.291 RDF was added at the masthead, AR.285 was fitted to the HA.DCT, and SW.273 SW and IFF.243 were carried at the head of a short lattice mast amidships.

The *Broke* and *Keppel* were both altered to short-range escorts when an ahead throwing weapon (Hedgehog) replaced the fo’c’sle gun, two 20mm AA (2×1) guns were added in the bridge wings, two 2pdr AA (2×1) replaced the gun between the funnels (and were in turn later replaced by 20mm AA guns), and the quarterdeck gun was removed to increase depth charge stowage. Both banks of torpedo tubes, however, were retained. The director and rangefinder on the bridge were replaced by type SW.273 RDF, and AW.291 was carried at the masthead.



Above: The *Keppel* modified for escort work, but still retaining both banks of T.T. (IWM)



Left: The *Wallace* converted into a fast escort vessel. Note the multiple 2pdr AA mounting on the quarterdeck. (IWM)

“SHAKESPEARE” CLASS: LEGEND PARTICULARS

Displacement: 1,480 tons (2,080 tons full load).
Dimensions: 318¼ (pp)/319 (oa) × 31½ × 19¾d/9 (13½ full load) feet.
Machinery: Four Yarrow water-tube boilers (250lb/in²), two shafts, Brown-Curtis SR geared turbines SHP 40,000 = 36½ (32½ full load) knots.
Bunkers & radius: O.F. 500 tons, 5,000/.....nm @ 15/... knots except * 580 tons,nm @ .../...k.
Armament: Five 4·7in (5×1), one 3in AA, one ·303in AA machine gun; six 21in (2×3) T.T. except * four 4in AA (2×2), four 2pdr AA (1×4), eight ·5in AA machine (2×4) guns.
Complement: 164.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ../4/17							
L.64	WALLACE	Thornycroft (Woolston)	Thornycroft (Woolston)	 8.17	26.10.18	 2.19	Sold Clayton & Davie 20/3/45, arrived Dunston ../../45 for scrapping.
Ordered ../4/18							
D.83	BROKE ex-Rooke	Thornycroft (Woolston)	Thornycroft (Woolston)	11.18	16. 9.20	20. 1.25	Completed Pembroke Dockyard; foundered in tow Western Mediterranean 8/11/42 after gunfire of shore batteries at Algiers.
D.84	KEPPEL	-do-	-do-	10.18	23. 4.20	15. 4.25	Completed Portsmouth Dockyard; sold T W Ward 25/7/45, arrived Barrow ../../45 for scrapping.

“Scott” class: BRUCE, CAMPBELL, DOUGLAS, MACKAY, MALCOLM, *MONTROSE, *STUART.

Prior to the outbreak of the Second World War *Bruce* had been paid-off and disarmed, and as stripping was advanced she was not put back into service but expended as a target. The remaining vessels, less *Stuart*, were converted into short-range escorts. In *Campbell* the amidships gun was replaced by two 20mm AA (2×1), the 3in AA by two 2pdr AA (2×1), and the superimposed gun aft by a 4in AA gun. SW.271 and AW.286 AW RDF were fitted, the former on the bridge which necessitated the removal of the director and the rangefinder; but both banks of torpedo tubes were retained. With the *Douglas* and *Malcolm* the fo’c’sle gun was replaced by an ahead throwing weapon (Hedgehog), the amidships gun by two 2pdr AA (2×1) guns, and the after bank of torpedo tubes and the quarterdeck gun were removed to increase depth charge stowage. In addition, three 20mm AA (3×1) guns were added in the bridge wings and aft, and the *Douglas* only mounted a 2pdr bowchaser for a short period. All these units later had 20mm AA substituted for the 2pdr AA guns, and AW.290 for AW.286 RDF.

Both the *Mackay* and *Montrose* were fitted for East Coast escort work, and had a twin 6pdr in lieu of the fo’c’sle gun, two 20mm AA (2×1) guns in

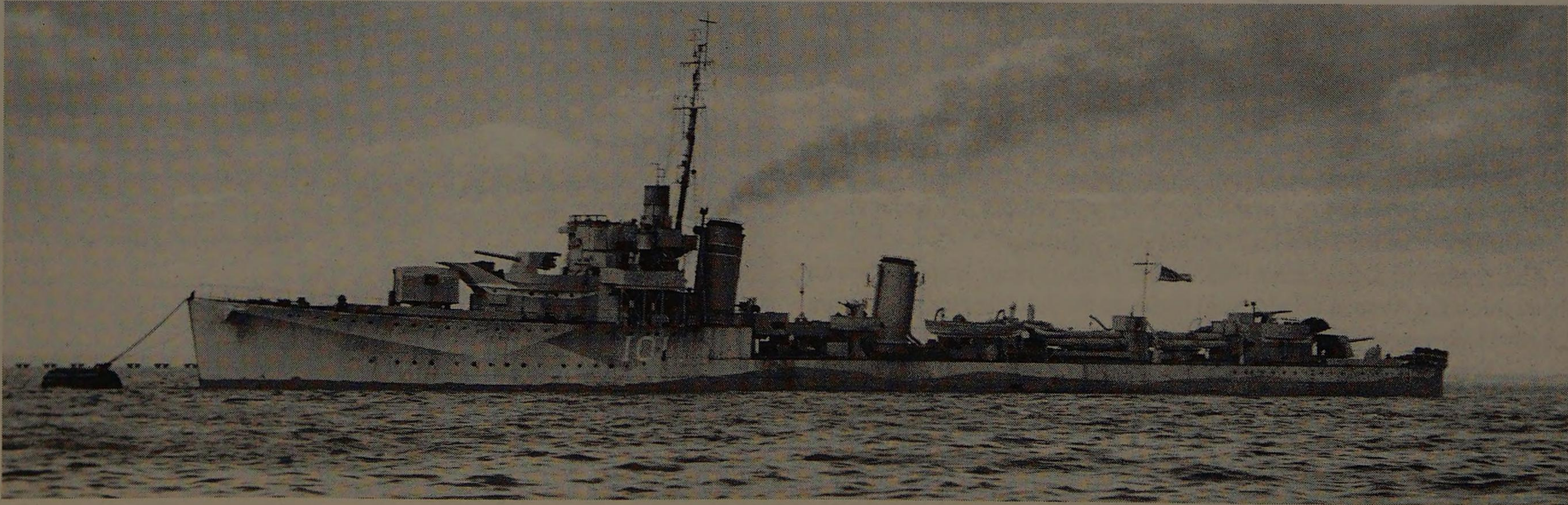
“SCOTT” CLASS: WEIGHTS

Item	Weight
Hull & fittings	896 tons
Machinery	600 tons
Armament	80 tons
Equipment	70 tons
Standard	1,646 tons
Oil fuel	500 tons
Reserve feed water	20 tons
Full load	2,166 tons

“SCOTT” CLASS: LEGEND PARTICULARS

Displacement: 1,530 tons (2,130 tons full load).
Dimensions: 320 (pp)/332½ (oa) × 31¾ 20d/9¼ (13½ full load) feet.
Machinery: Four Yarrow water-tube boilers (250lb/in²), two shafts, Parsons except * Brown-Curtis SR geared turbines SHP 40,000 except * 43,000 = 36½ (32 full load) knots.
Bunkers & radius: O.F. 500 tons, 5,000/.....nm @ 15/...k.
Armament: Five 4·7in (5×1), one 3in AA, one ·303in AA machine guns. six 21in (2×3) T.T.
Complement: 164/183.

Below: The *Montrose* modified for escort work; but with a twin 6pdr mounting on the fo’c’sle in lieu of the Hedgehog ATW, and with the 12pdr AA gun moved aft to X position. (IWM)



the bridge wings, the amidships gun was replaced by two 2pdr AA (2×1) guns, and the superimposed gun aft by a 4in AA gun. Both banks of torpedo tubes were retained; but the director and rangefinder on the bridge were replaced by SW.271 RDF, and AW.286 was carried at the masthead.

In 1944 the *Stuart* was converted into a fast refrigerated transport, had the fo’c’sle and quarterdeck guns removed, and two 2pdr AA (2×1) replaced the gun between the funnels.

Up to 60 tons of solid ballast had to be added to all these vessels, and those of the preceding “Shakespeare” class, to compensate for the additional topweight; while the after funnel was reduced in height to improve the sky arcs of the AA armament. Much of the armament added was heavier than the items replaced, and the situation was aggravated by increasing the ready-use supply of shell at the guns, together with RDF aerials; which all had to be carried high.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..12/16							
D.81	BRUCE	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	12. 5.17	26. 2.18	29. 5.18	Expended as target south of Isle of Wight 22/11/39.
D.90	DOUGLAS	-do-	-do-	30. 6.17	8. 6.18	30. 8.18	Sold T W Ward 20/3/45, arrived Inverkeithing ..5/45 for scrapping.
Ordered ..4/17							
D.60	CAMPBELL	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	10.11.17	21. 9.18	21.12.18	Sold Metal Industries 18/2/47, arrived Rosyth ..2/48 for scrapping.
D.70	MACKAY ex-Claverhouse	-do-	-do-	5. 3.18	21.12.18	 6.19	Sold Metal Industries18/2/47, arrived Charlestown ..2/49 for scrapping.
D.19	MALCOLM	-do-	-do-	27. 3.18	29. 5.19	14.12.19	Sold T W Ward 25/7/45, arrived Barrow ..1/45 for scrapping.
D.01	MONTROSE	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	4.10.17	10. 6.18	14. 9.18	Sold Hughes Bolckow 31/1/46, arrived Blyth ..1/46 for scrapping.
D.00	STUART	-do-	-do-	18.10.17	22. 8.19	21.12.18	RAN, fast refrigerated transport (1944); sold T Carr 3/2/47, arrived Sydney ..1/47 for scrapping.

In mid-1940 the destroyer situation was critical: some 20 were under repair after the Dunkerque evacuation, about 40 were retained in the North Sea/Channel area for anti-invasion duties, and 24 had been lost; so that together with the numbers normally under refit (about half the available force) and required for fleet duties only a very small number were available for vital escort work. Therefore, the United States’ offer—only one year after hostilities had commenced—to transfer on loan 50 over-age destroyers to the Royal Navy was both opportune and particularly welcome. As an interim measure these vessels filled a vital role until war construction could make good the appalling deficiencies in the escort flotillas.

The American destroyers were contemporary to the “V” and “W” classes, and had been put into mass production in the U.S.A. during the First World War. Their outstanding constructional feature was the flush-decked hull, which was introduced to secure additional strength amidships, while retaining the usual freeboard forward and aft, and all except for a few initial units had four funnels.

While this large class (DD.69/347) was uniform except for the first six prototypes (DD.69/74), they varied considerably in detail as construction was allocated to 11 different shipyards, all of which made small changes to accommodate their particular practices. Two basic plans were drawn-up: one

by Bethlehem Steel for their various yards (and these included Union Iron Works and Fore River); and the other by Bath Iron Works, to which all the other builders adhered. The first production group (DD.75/185) were built to meet guaranteed speeds, and were within the designed displacement; while the second group (DD.186/347)—built under war-time conditions—were only guaranteed to deliver a specified output, and were generally about 5% overweight. The *Ward* (DD.139) was launched in 17 days from keel laying by careful assembly of material, and was commissioned less than two months later.

Compared with the British “V” and “W” classes they were beamier and less deep, but there was little between them in speed and power. While the gun disposition was better in the British units, the American vessels completely eclipsed their British counterparts in torpedo armament: twelve tubes as against four/six. This was in marked contrast to the conservative British attitude to topweight, partly self-inflicted as the “V”/“W” classes had 2 feet less beam than the American vessels. The American arrangement of having a divided engine room, with the forward compartment driving the port shaft, had much to be recommended; but the bridge was closer to the bow, and lower, than in the British vessels, and could be very wet.

Ex-American: (first group) *LEWES, LEEDS, LUDLOW.

Immediately following delivery the armament was reduced to augment the anti-submarine capability; and the two after banks of torpedo tubes were removed to provide space for two A/S mortars and additional depth charges.

By 1942 they were armed for East Coast of England escort work with two 2pdr AA (2×1) guns on the fo’c’sle, two 3in guns (2×1) on each side of the amidships deckhouse, two 20mm AA (2×1) guns on the centreline in lieu of the aft bank of torpedo tubes, and a 3in gun on the quarterdeck; and the A/S mortars were removed (but not on the *Lewes*). Later, in the *Leeds* and

Below: The *Lewes* was armed with a 3in AA gun on each side amidships, and one on the quarterdeck; two 20mm AA guns on the fo’c’sle; and two 20mm AA guns aft. (IWM)



EX-AMERICAN (FIRST GROUP): LEGEND PARTICULARS

Displacement: 1,020 tons (1,445 tons full load).

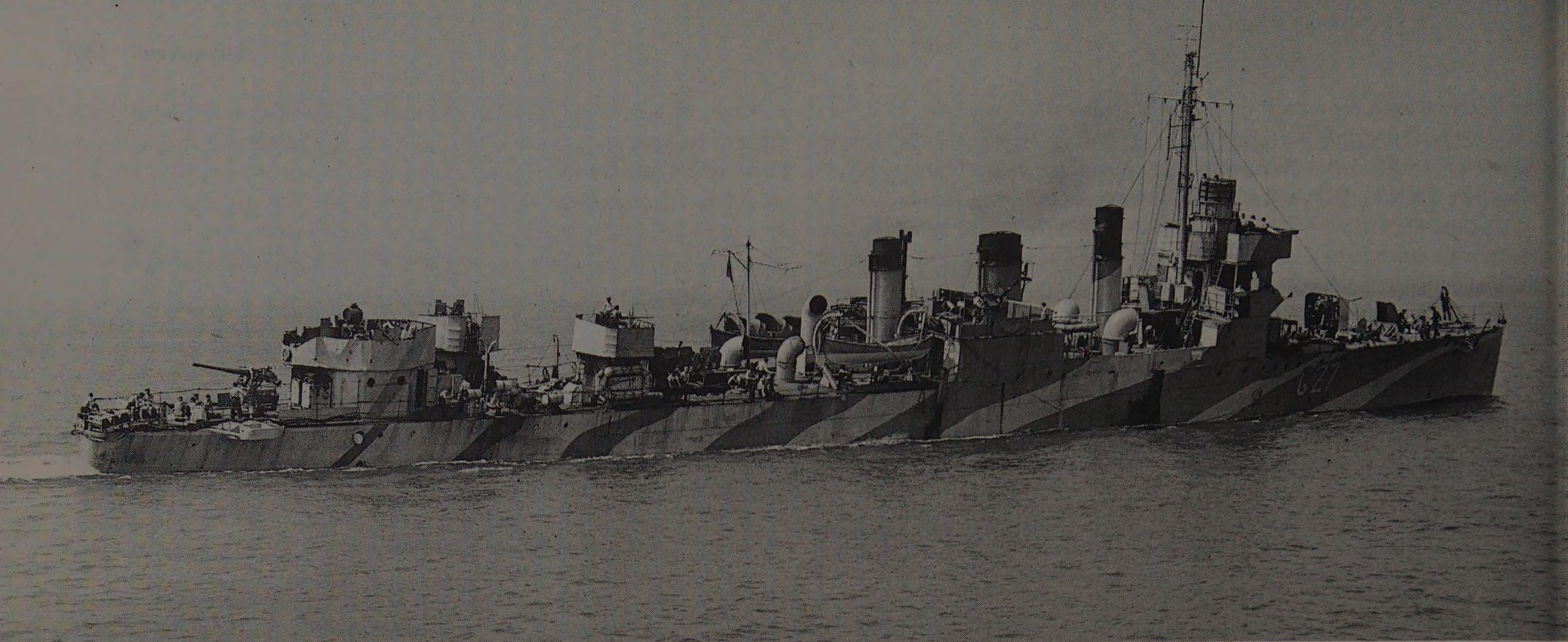
Dimensions: 308 (wl)/315½ (oa) × 31¼ ×d/8 (11 full load) feet.

Machinery: Four White-Forster water-tube boilers (...lb/in²), three shafts, Parsons turbines SHP 18,500 = 30 knots except * four Thornycroft water-tube boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 20,000 = 31 knots.

Bunkers & radius: O.F. 205 tons, 1,600nm except * 1,100nm @ 10k.

Armament: Four 3in (4×1), one 3in AA, three .5in AA machine (3×1) guns; twelve 21in (4×3) T.T.

Complement: 146



Above: The *Leeds* was similarly armed to the *Lewes*, but retained the original 3in AA gun on the fo’c’sle. (IWM)

Ludlow only, a 12pdr AA replaced the 2pdr guns, which in turn replaced the 3in guns on the amidships deckhouse. A British pattern open upper bridge was fitted in all, together with SW.271 and AW.291 RDF. All funnels except

the foremost had been reduced in height; and the *Leeds* and *Ludlow* were always distinctive by having only three half-cased funnels, as the two amidships uptakes were led to a single, but thicker, funnel.

As these vessels were non-standard prototypes they soon passed to less active employment, and became air target vessels.

Like the first group, all the other groups had their armament reduced soon after delivery; and as there was no intention to use them as fleet destroyers they were subsequently much modified—like the “V”/“W” classes—to better suit them for escort work. Initial modifications entailed reducing the height of the three aft funnels, replacing the two aft banks of torpedo tubes with two A/S mortars, striking the pole mainmast whose shrouds masked AA fire, replacing the aft 4in with a 12pdr AA gun, and removing the 3in AA gun on the quarterdeck for additional depth charge stowage. In some units .5in AA machine guns were added on each side of the amidships deckhouse forward of the 4in guns.

Later modifications included the addition of an ahead throwing A/S weapon (Hedgehog) on the fo’c’sle, of SW.271 RDF on the bridge and AW.286/291 at the masthead; replacing the two midships 4in with 20mm AA (2×1) guns, and the addition of two more 20mm AA (2×1) guns abreast the searchlight (in some), removing one bank of torpedo tubes and mounting the remaining bank on the centreline, and stepping a vertical lattice mast aft with HF/DF at its head. The first six units allocated to the Royal Canadian Navy, together with the *Hamilton*, were all fitted with American AW SW1C RDF at the masthead.

A design feature of the class was that the ships were conned and fought from an enclosed wheelhouse, and the open upper bridge was not fitted as a command position. This arrangement did not suit the Royal Navy, and consequently the upper bridge was enlarged and equipped as the primary control position; and some units had a completely new bridge structure fitted. It was soon found that these elderly vessels needed constant dockyard attention to keep them running, and they appeared prone to accidents. The latter was partly accounted for as the rod and chain steering laid along the upper deck was prone to jam, and oil fuel contaminated by salt water—owing to corroded fuel tanks—led to sudden loss of power: usually when in a close quarters situation.

Modifications were carried out on an improvised rather than on a planned basis; and the time allocated for a refit/repair, together with the equipment that was available, largely determined what work was actually done; so that between 1941/42 units of this class varied considerably in appearance depending on the scale of modification actually effected. Those vessels later adapted to serve as air targets usually landed their A/S weapons, and were fitted to recover, and deck stow, air-dropped torpedoes.

Ex-American: (second group) CALDWELL, CAMPBELTOWN, CASTLETON, CHELSEA, *LANCASTER, †LEAMINGTON, ‡LINCOLN, *MANSFIELD, *MONTGOMERY, *RICHMOND, SALISBURY, WELLS.

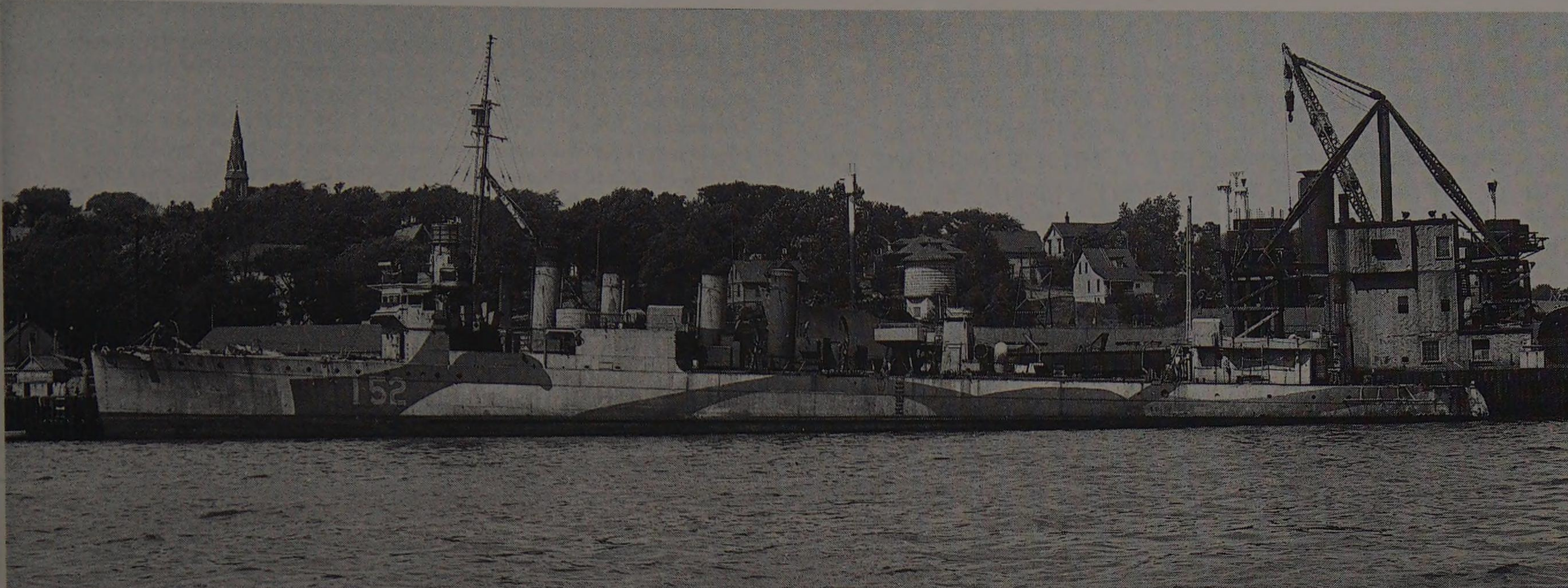
All this group received the initial and final modifications to suit them for North Atlantic escort work; and new bridges were installed on the *Castleton*, *Montgomery*, *Richmond*, and *Wells*. The final armament comprised one 4in, one 12pdr AA, two 20mm AA (2×1) guns; three 21in (1×3) T.T., and four A/S mortars and two stern racks for depth charges, and one A/S spigot mortar (Hedgehog); together with SW.271 RDF on the bridge, AW. 286/291 at the masthead, and a vertical HF/DF mast aft. The *Chelsea* and *Salisbury* had two—and *Montgomery*, and *Richmond* four—extra 20mm AA (2/4×1) guns amidships and abreast the searchlight.

For the Saint-Nazaire raid in 1942 the *Campbeltown* was specially converted to resemble a German Navy “Möwe” class torpedo boat. The two aft

EX-AMERICAN (SECOND GROUP): LEGEND PARTICULARS

Displacement: 1,090 tons (1,530 tons full load).
Dimensions: 309 (wl)/314½ (oa) × 31¾ × ...d/8¾ (12 full load) feet.
Machinery: Four Normand except † Thornycroft and ‡ White-Forster water-tube boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 26,000 except * 24,200 = 35 knots.
Bunkers & radius: O.F. 275 except 288 tons; 2,200nm @ 10k.
Armament: Four 4in (4×1), one 3in AA, three .5in AA machine (3×1) guns; twelve 21in (4×3) T.T.
Complement: 146.

boilers and funnels were removed, the fore funnel was made thicker, and—together with the second funnel—was given a conspicuous raked top. The original armament was stripped and replaced by a 12pdr AA gun on the fo’c’sle, four 20mm AA (4×1) guns on the amidships deckhouses, two more 20mm (2×1) abreast the former searchlight position, and two more 20mm



(2×1) on the aft shelter deck, and two .5in (2×1) machine guns in the bridge wings. Protective ¼in plating was applied to the bridge, around the 20mm guns, the aft conning position, the steering rods and chains, and the DG coil; and on each side amidships there was an armoured bulwark to provide cover

Above: The *Salisbury* disarmed and stripped for scrapping in 1944. (RCN)

for the embarked commando troops. In order to limit the draught to 11 ft only sufficient oil fuel and water was carried for the passage out.

Ex-American: (third group) ANNAPOLIS, *BATH, BRIGHTON, *CHARLESTOWN, *COLUMBIA, GEORGETOWN, HAMILTON, †NEWARK, †NEWMARKET, †NEWPORT, NIAGARA, ROXBURGH, *ST ALBANS, ST CLAIR, *ST MARY'S.

These were similarly modified as the second group; and new bridges were installed on the *Annapolis*, *Georgetown*, *Newark*, *Roxburgh*, and *St Albans*. The Royal Canadian Navy *Annapolis*, *Columbia*, *Hamilton*, *Niagara*, and *St Clair* carried AW.SW1C RDF at the masthead in place of the AW.286/291 fitted on the Royal Navy vessels; and the *Georgetown*, *Roxburgh*, and *St Clair* (and possibly others) had two extra 20mm AA (2×1) guns added amidships. In the *Annapolis* the aftermost boiler was accidentally burnt-out, and was removed, together with its funnel; and the space was probably utilised later to increase the bunker capacity.

EX-AMERICAN (THIRD GROUP): LEGEND PARTICULARS

Displacement: 1,060 tons (1,530 tons full load).

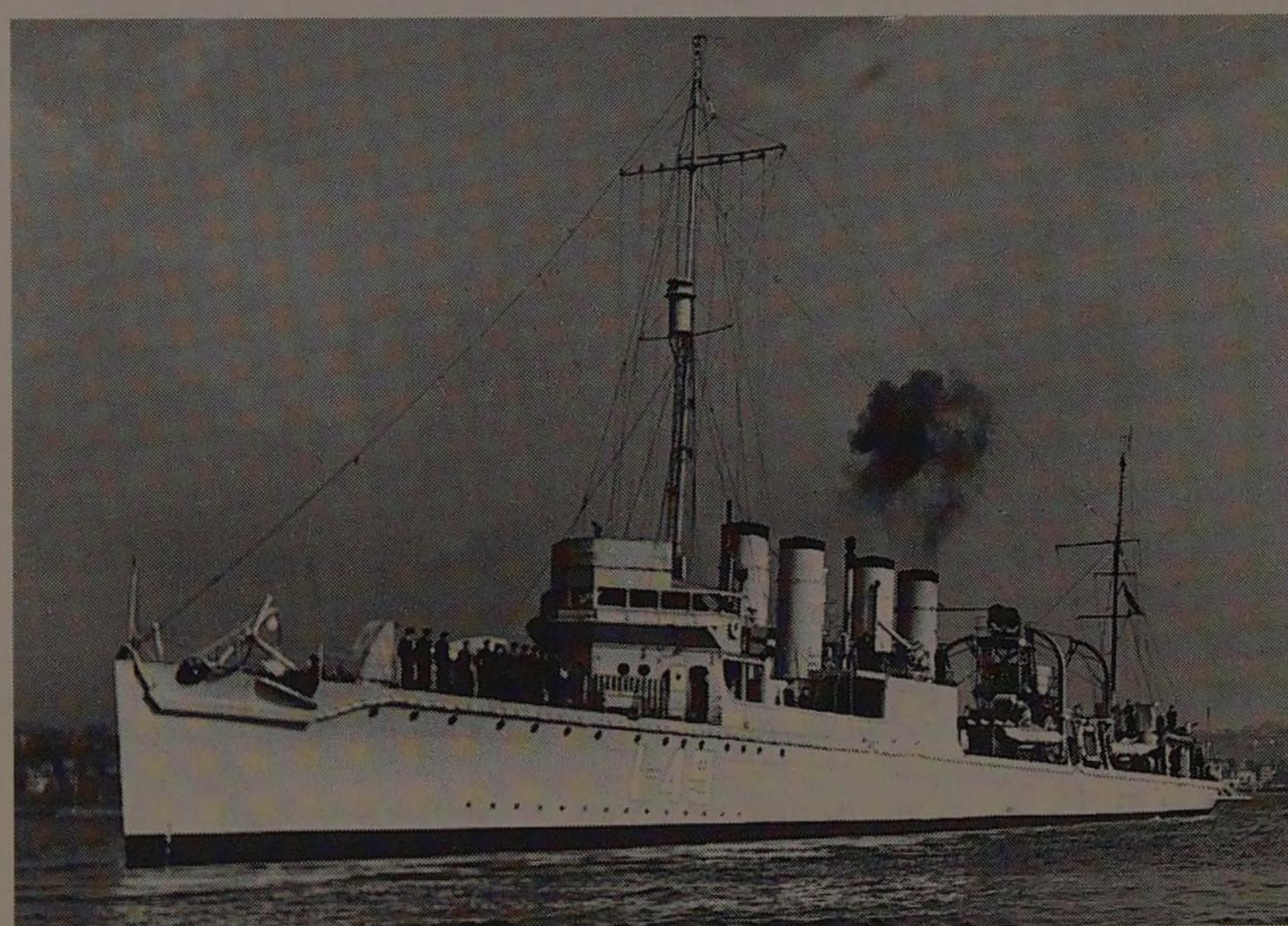
Dimensions: 309 (wl)/314½ except † 315½ (oa) × 31¾ × ...d/8½ (12 full load) feet.

Machinery: Four Yarrow water-tube boilers (...lb/in²), two shafts, Curtis SR geared turbines SHP 27,000 except * 26,000 = 35 knots.

Bunkers & radius: O.F. 275 tons, 2,200nm @ 10k.

Armament: Four 4in (4×1), one 3in AA, three .5in AA machine (3×1) guns; twelve 21in (4×3) T.T.

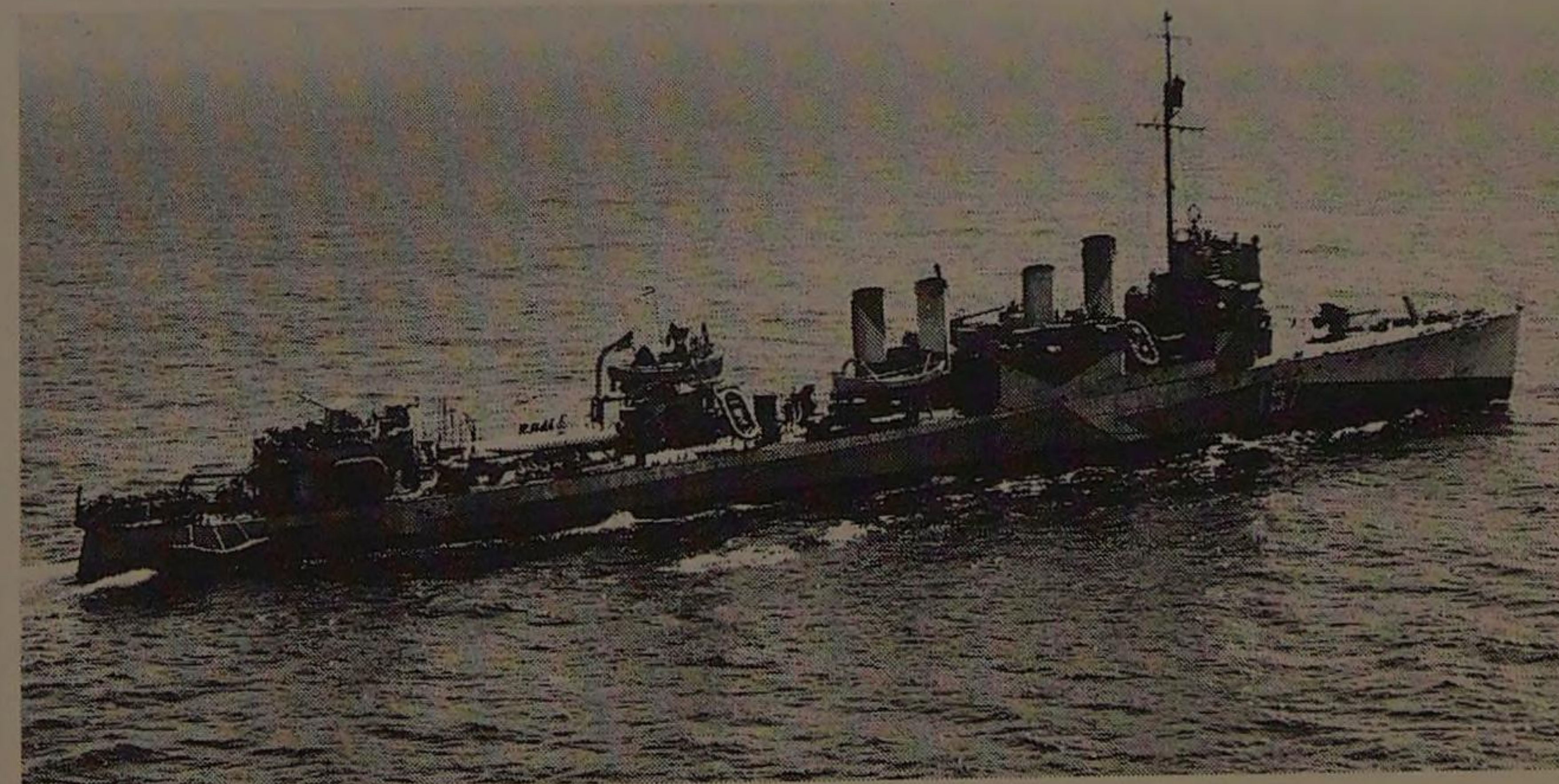
Complement: 146.



Above: The *Columbia* was delivered in first class order by the United States Navy, and note external DG coil. (RCN)

Below left: The *Annapolis* with later modifications, and fitted with AW.89 RDF at the masthead. No. 4 boiler was accidentally burnt-out and removed, together with its funnel. (RCN)

Below right: The *Niagara* in 1944 with later modifications: the beam 4in have been replaced by 20mm AA guns, only a single bank of T.T.—now moved to a centeline position aft—has been retained, and the mainmast has been removed. (RCN)

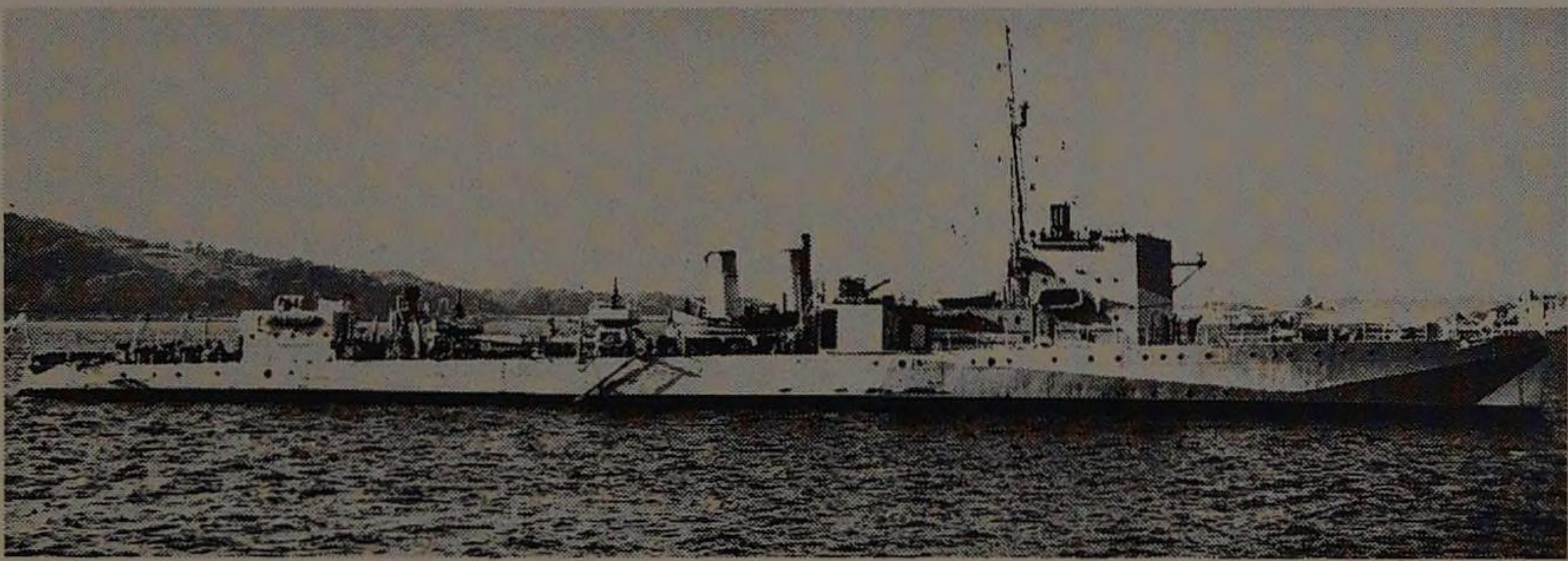


Ex-American: (fourth group) BELMONT, BEVERLEY, BROADWATER, BROADWAY, CHESTERFIELD, CHURCHILL, CLARE; (fifth group) *BRADFORD, BURNHAM, *BURWELL, *BUXTON, CAMERON, *RAMSEY, *READING, *RIPLEY, *ROCKINGHAM, ST CROIX, ST FRANCIS, SHERWOOD, STANLEY.

These were similarly modified as the second group; and new bridges were installed on the *Beverley*, *Broadway*, *Chesterfield*, *Ripley*, *Rockingham*, and *St Francis*. The *Bradford*, *Clare*, and *Stanley* were converted to long-range escorts by removing the two forward boilers and their funnels, utilising part of the space for an additional 80 tons of oil fuel, and had new bridges installed; while the *St Francis* had the aftermost boiler and funnel removed to provide extra bunker stowage.

The Royal Canadian Navy *St Croix* carried AW.SW1C RDF at the mast-head, but the *St Francis* had AW.286 as in the Royal Navy vessels; while the

Right: The *St Croix* as delivered, and illustrating the tophammer—funnel heights, four banks of triple T.T., searchlight platform amidships, etc.—that would have to be removed for North Atlantic escort work. (RCN)
Below left: The *Clare* with new bridge structure, and the two forward boilers and funnels removed. (IWM)
Below right: The *St Francis* in 1942 with initial modifications for escort work. The bridge was remodelled and fitted with SW.273 RDF, the three aft funnels were reduced in height, the two aft banks of T.T. were removed, an HF/DF mast was stepped aft, the aft 4in was replaced by a 12pdr AA gun, and the 3in AA gun on the quarterdeck was removed to provide additional depth charge stowage. (RCN)



EX-AMERICAN (FOURTH & FIFTH GROUPS): LEGEND PARTICULARS

Displacement: 1,190 tons (1,725 tons full load).

Dimensions: 309 (wl)/314½ (oa) × 31¼ × ...d/9¼ (12¾ full load) feet.

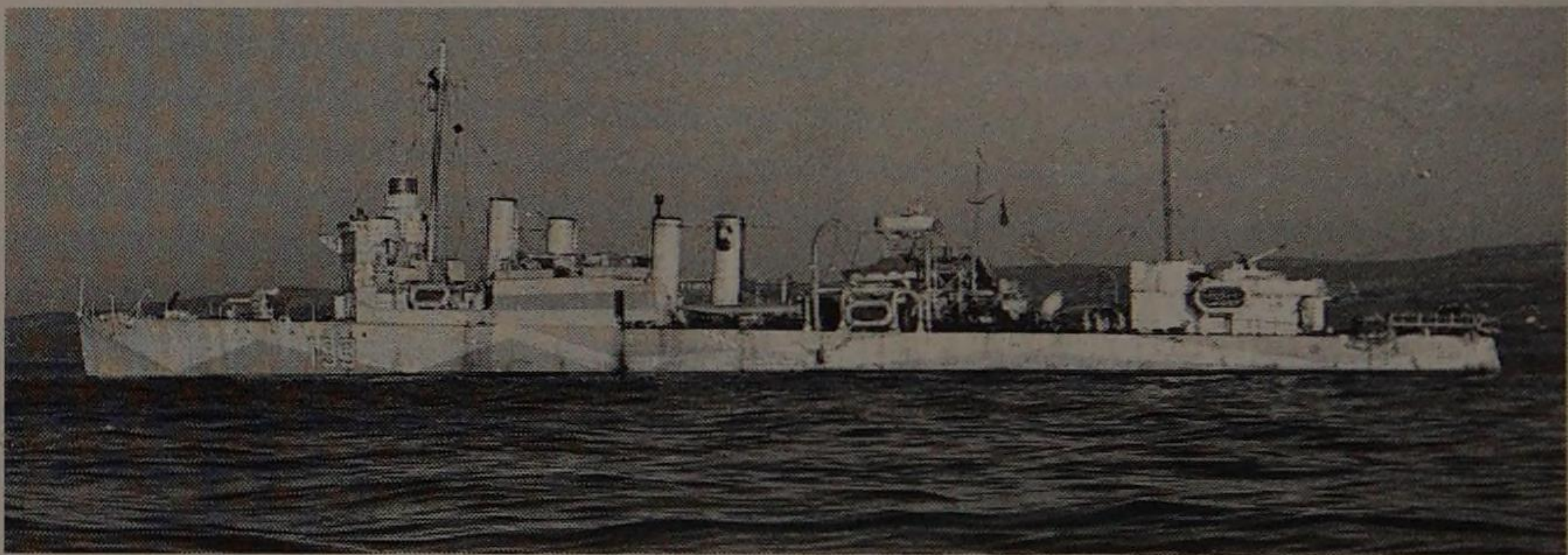
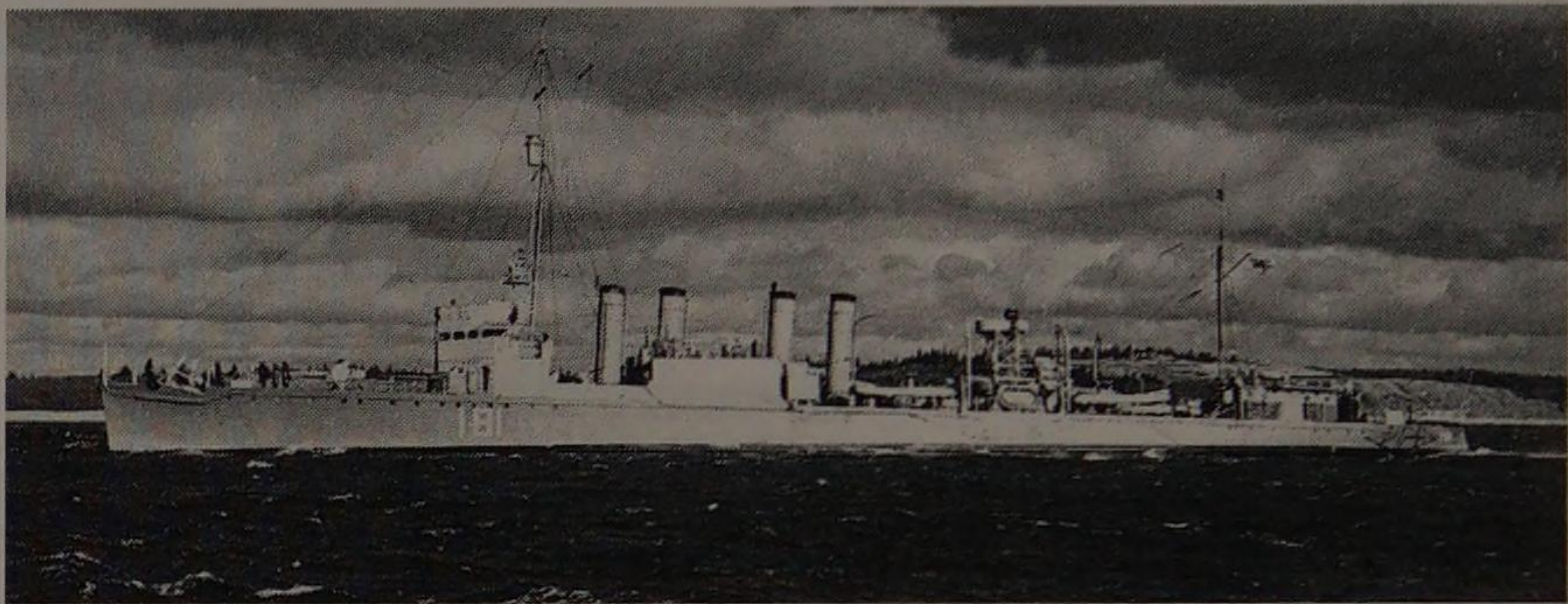
Machinery: Four White-Forster water-tube boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 26,000 = 35 knots except *fifth group* four Yarrow water-tube boilers (...lb/in²), two shafts, Curtis SR geared turbines SHP 27,000 except * 26,000 = 35 knots.

Bunkers & radius: O.F. 375 tons, 3,000nm @ 10k.

Armament: Four 4in (4×1), one 3in AA, three .5in AA machine (3×1) guns; twelve 21in (4×3) T.T.

Complement: 147/152.

Bradford, *Broadway*, *Burwell*, *Buxton*, *Churchill*, *Clare*, *Ripley*, and *Stanley* had two extra—and the *Burnham* and *Rockingham* one extra—20mm AA (2×1) guns abreast the searchlight. Unusually, the *Clare* mounted 2pdr AA in place of the beam 4in guns.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired 3/9/40							
G.68	LEWES ex-Conway, ex-Craven	Norfolk Navy Yard	Norfolk Navy Yard	20.11.17	29. 6.18	19.10.18	Scuttled off Sydney 25/5/46.
G.27	LEEDS ex-Conner	Cramp (Philadelphia)	Cramp (Philadelphia)	16.10.16	21. 8.17	12. 1.18	Sold T W Ward 4/3/47, arrived Grays 19/1/49 for scrapping.
G.57	LUDLOW ex-Stockton	-do-	-do-	16.10.16	17. 7.17	26.11.17	Beached off Fidra Island 6/6/45 & expended as air target.
I.20	CALDWELL ex-Hale	Bath Iron Works	Bath Iron Works	7.10.18	29. 5.19	12. 6.19	RCN (1942/44); sold Granton Shipbreaking 20/3/45, arrived Granton 7/6/45 for scrapping.
I.42	CAMPBELTOWN ex-Buchanan	-do-	-do-	29. 6.18	2. 1.19	20. 1.19	Expended as blockship St Nazaire 28/3/42.
I.23	CASTLETON ex-Aaron Ward	-do-	-do-	1. 8.18	10. 4.19	21. 4.19	Sold P W MacLellan 4/3/47, arrived Bo'ness 2/1/48 for scrapping.
I.35	CHELSEA ex-Crowninshield	-do-	-do-	5.11.18	24. 7.19	6. 8.19	RCN (1942/43), Soviet Navy DERZKI (1944/49); sold P & W MacLellan 12/7/49; arrived Bo'ness 29/7/49 for scrapping.
G.05	LANCASTER ex-Philip	-do-	-do-	1. 9.17	25. 7.18	25. 8.18	Sold Hughes Bolckow .../47, arrived Blyth 30/5/47 for scrapping.
G.19	LEAMINGTON ex-Twiggs	New York Shipbuilding (Camden)	New York Shipbuilding (Camden)	23. 1.18	28. 9.18	28. 7.19	RCN (1942/43), Soviet Navy ZHGUCHI (1944/50); sold J Cashmore 26/7/51; arrived Newport 3/12/51 for scrapping.
G.42	LINCOLN ex-Yarnall	Cramp (Philadelphia)	Cramp (Philadelphia)	12. 2.18	19. 6.18	29.11.18	RNN (1941/43), Soviet Navy DRUZHNY (1944/52); sold Shipbreaking Industries 24/8/52, arrived Charlestown 3/9/52 for scrapping.
G.76	MANSFIELD ex-Evans	Bath Iron Works	Bath Iron Works	28.12.17	30.10.18	11.11.18	RNN (1940/42), RCN (1942/44); sold Boston Iron & Steel 21/10/44, arrived Baltimore .../45 for scrapping.

G.95	MONTGOMERY <i>ex-Wickes</i>	-do-	-do-	26. 6.17	25. 6.18	3. 7.18	RCN (1942/43); sold Clayton & Davie 20/3/45, arrived Dunston 10/4/45 for scrapping.
G.88	RICHMOND <i>ex-Fairfax</i>	Mare Island Navy Yard	Mare Island Navy Yard	10. 7.17	15.12.17	6. 4.18	RCN (1942/43), Soviet Navy ZHIVUCHI (1944/49); sold G & W Brunton 12/7/49, arrived Grangemouth 29/7/49 for scrapping.
I.52	SALISBURY <i>ex-Claxton</i>	-do-	-do-	25. 4.18	15. 1.19	13. 9.19	RCN (1942/43); sold Boston Iron & Steel 21/10/44, arrived Baltimore ..4/45 for scrapping.
I.95	WELLS <i>ex-Tillman</i>	Charleston Navy Yard	Charleston Navy Yard	29. 7.18	7. 7.19	30. 4.21	Sold West of Scotland Shipbreaking 24/7/45, arrived Troon ../2/46 for scrapping.
I.04	ANNAPOLIS <i>ex-Mackenzie</i>	Union Iron Works (San Francisco)	Union Iron Works (San Francisco)	4. 7.18	29. 9.18	25. 7.19	RCN (1940); training ship (1944); sold Boston Iron & Metal 21/6/45, arrived Boston ../6/45 for scrapping.
I.17	BATH <i>ex-Hopewell</i>	Newport News Ship-building	Newport News Ship-building	19. 1.18	8. 6.18	21. 3.19	RNN(1941); torpedoed German submarine U.201 south-west of Ireland 19/8/41.
I.08	BRIGHTON <i>ex-Cowell</i>	Fore River (Quincy)	Fore River (Quincy)	15. 7.18	23.11.18	17. 3.19	Soviet Navy ZHARKI (1944/49); sold P & W MacLellan 5/4/49, arrived Bo'ness 18/5/49 for scrapping.
I.21	CHARLESTOWN <i>ex-Abbot</i>	Newport News Ship-building	Newport News Ship-building	5. 4.18	4. 7.18	18. 7.19	Sold T Young 4/3/47, arrived Sunderland 3/12/48 for scrapping.
I.49	COLUMBIA <i>ex-Haraden</i>	-do-	-do-	30. 3.18	4. 7.18	6. 6.19	RCN (1940), ammunition hulk (1944); sold International Iron & Steel 12/6/45, arrived Hamilton 9/8/45 for scrapping.
I.40	GEORGETOWN <i>ex-Maddox</i>	Fore River (Quincy)	Fore River (Quincy)	20. 7.18	27.10.18	10. 3.19	RCN (1942/43), Soviet Navy ZHOSTKI (1944/52); sold T W Ward 9/9/52, arrived Inverkeithing 19/9/52 for scrapping.
I.24	HAMILTON <i>ex-Kalk, ex-Rodgers</i>	-do-	-do-	17. 8.18	21.12.18	29. 3.19	RCN (1940), training ship (1943); sold Boston Iron & Metal ../8/45, arrived Baltimore ../45 for scrapping.
G.08	NEWARK <i>ex-Ringgold</i>	Union Iron Works (San Francisco)	General Electric (Lynn)	20.10.17	14. 4.18	14.11.18	Sold P & W MacLellan 18/2/47, arrived Bo'ness ../47 for scrapping.
G.47	NEWMARKET <i>ex-Robinson</i>	-do-	-do-	31.10.17	28. 3.18	19.10.18	Sold E Rees ../9/45, arrived Llanelli 21/9/45 for scrapping.
G.54	NEWPORT <i>ex-Sigourney</i>	Fore River (Quincy)	Bethlehem (Quincy)	25. 8.17	16.12.17	14. 5.18	RNN (1941/42); sold M Brechin .../45, arrived Granton 18/2/47 for scrapping.
I.57	NIAGARA <i>ex-Thatcher</i>	-do-	Fore River (Quincy)	8. 6. 18	31. 8.18	14. 1.19	RCN (1940), training ship (1944); sold International Iron & Metal 27/5/46, arrived Hamilton ../12/47 for scrapping.
I.07	ROXBURGH <i>ex-Foote</i>	-do-	-do-	7. 8.18	14.12.18	21. 3.19	Soviet Navy DOBLESTINI (1944/49); sold Clayton & Davie 5/4/49, arrived Dunston 14/5/49 for scrapping.
I.15	ST ALBANS <i>ex-Thomas</i>	Newport News Ship-building	Newport News Ship-building	23. 3.18	4. 7.18	25. 4.19	RNN (1941/42), Soviet Navy DOSTOINI (1944/49); sold Metal Industries 5/4/49, arrived Charlestown 18/5/49 for scrapping.
I.65	ST CLAIR <i>ex-Williams</i>	Union Iron Works (San Francisco)	Bethlehem (Alameda)	25. 3.18	4. 7.18	1. 3.19	RCN (1940), depot ship (1944), damage control hulk (1944); sold S J Simon 6/10/46 & foundered Halifax.
I.12	ST MARY'S <i>ex-Doran, ex-Bagley</i>	Newport News Ship-building	Newport News Ship-building	11. 5.18	19.10.18	26. 8.19	Sold Metal Industries 20/3/45, arrived Rosyth ../12/45 for scrapping.
H.46	BELMONT <i>ex-Satterlee</i>	Newport News Ship-building	Westinghouse (Philadelphia)	10. 7.18	21.12.18	22.12.19	Torpedoed German submarine U.82 off Halifax 31/1/42.
H.64	BEVERLEY <i>ex-Branch</i>	-do-	-do-	25.10.18	19. 4.19	3. 4.20	Torpedoed German submarine U.188 south of Greenland 11/4/43 following collision mercantile <i>Cairnvalona</i> 9/11/43.
H.81	BROADWATER <i>ex-Mason</i>	-do-	-do-	10. 7.18	8. 3.19	28. 2.20	Torpedoed German submarine U.101 south of Ireland 19/10/41.
H.90	BROADWAY <i>ex-Hunt</i>	-do-	-do-	20. 8.18	14. 2.20	8. 6.20	Sold Metal Industries 18/2/47, arrived Charlestown ../3/48 for scrapping.
I.28	CHESTERFIELD <i>ex-Welborn C Wood</i>	-do-	-do-	24. 9.18	6. 3.20	25. 6.20	Sold Clayton & Davie 4/3/47, arrived Dunston 3/12/48 for scrapping.
I.45	CHURCHILL <i>ex-Herndon</i>	-do-	-do-	25.11.18	31. 5.19	17. 4.20	Soviet Navy DEIATELNYI (1944); torpedoed German submarine U.956 off Cape Tercherski 16/1/45.
I.14	CLARE <i>ex-Abel P Upshur</i>	-do-	-do-	20. 8.18	14. 2.20	21. 5.20	Sold West of Scotland Shipbreaking 25/8/45, arrived Troon 18/2/47 for scrapping.
H.72	BRADFORD <i>ex-McLanahan</i>	Bethlehem (Squantum)	Bethlehem (Squantum)	20. 4.18	22. 9.18	5. 9.19	Accommodation ship FFOLIOTT (1943); sold West of Scotland Shipbreaking 19/6/46, arrived Troon ../8/46 for scrapping.
H.82	BURNHAM <i>ex-Aulick</i>	Bethlehem (Quincy)	Bethlehem (Quincy)	3. 2.18	11. 4.19	26. 7.19	Air target ship (1943); sold R S Hayes 4/3/47, arrived Pembroke Dock 2/12/48 for scrapping.
H.94	BURWELL <i>ex-Laub</i>	Bethlehem (Squantum)	Bethlehem (Squantum)	20. 4.18	25. 8.18	17. 3.19	Air target ship (1943); sold T W Ward 4/3/47, arrived Milford Haven ../47 for scrapping.
H.96	BUXTON <i>ex-Edwards</i>	-do-	-do-	20. 4.18	10.10.18	24. 4.19	RCN (1942), training ship (1943); sold Boston Iron & Metal 21/3/46, arrived Baltimore ../46 for scrapping.

I.05	CAMERON ex- <i>Welles</i>	Bethlehem (Quincy)	Bethlehem (Quincy)	13.11.18	8. 5.19	2. 9.19	Bombed German aircraft Portsmouth 15/12/40, salvaged 23/2/41 & hulked; sold T W Ward 5/10/43, arrived Falmouth 1/12/43 for scrapping.
G.60	RAMSEY ex- <i>Meade</i>	Bethlehem (Squantum)	Bethlehem (Squantum)	23. 9.18	24. 5.19	8. 9.19	Sold P & W MacLellan 18/2/47, arrived Bo'ness ..../7/47 for scrapping.
G.71	READING ex- <i>Bailey</i>	-do-	-do-	3. 6.18	5. 2.19	27. 6.19	Sold T W Ward 24/7/45, arrived Inverkeithing ..../45 for scrapping.
G.79	RIPLEY ex- <i>Shubrick</i>	-do-	-do-	3. 6.18	31.12.18	3. 7.19	Sold T Young 20/3/45, arrived Sunderland 14/4/45 for scrapping.
G.58	ROCKINGHAM ex- <i>Swasey</i>	-do-	-do-	27. 8.18	7. 5.19	31. 7.19	Mined off Aberdeen 27/9/44.
I.81	ST CROIX ex- <i>McCook</i>	Bethlehem (Quincy)	Bethlehem (Quincy)	11. 9.18	31. 1.19	30. 4.19	RCN (1940); torpedoed German submarine U.305 south of Iceland 20/9/43.
I.93	ST FRANCIS ex- <i>Bancroft</i>	Bethlehem (Squantum)	Bethlehem (Squantum)	4.11.18	21. 3.19	30. 6.19	RCN (1940), depot ship (1943); collision mercantile <i>Winding Gulf</i> off Sagonnet Point 14/7/45 & wrecked en route Philadelphia for scrapping.
I.80	SHERWOOD ex- <i>Rodgers</i> , ex- <i>Kalk</i>	Bethlehem (Quincy)	Bethlehem (Quincy)	25. 9.18	26. 4.19	22. 7.19	Beached as air target Humber estuary 3/10/43, wreck dispersed ..../46.
I.73	STANLEY ex- <i>McCalla</i>	-do-	-do-	25. 9.18	28. 3.19	19. 5.19	Torpedoed German submarine U.574 south-west of Portugal 19/12/41.

Prototypes: AMAZON, AMBUSCADE.

The close of the First World War resulted in the cancellation of four flotilla leaders and 40 destroyers; while the construction of those to be completed was slowed down, and spread over five years. Then, between 1919 and 1922 all destroyers prior to the "R" class were scrapped or paid-off for disposal, and it was against this background of war surplus that no new destroyer construction was authorised until the 1924/25 Estimates.

With the object of evolving a standard type Denny, Hawthorn Leslie, Thornycroft, White, and Yarrow were all invited to submit plans for an improved Modified "W" class incorporating war experience, and the most recent developments with propulsion machinery. There was, at that time, no marked foreign competition to spur design except in France, where an initial series of large destroyers had been embarked on. These vessels, the 1,500-tonne type, generally followed the layout of the Modified "W" class, but were enlarged to carry heavier 5.1in/130mm guns, and were some 3 knots slower. For the Royal Navy destroyers of this type were too costly, and would have resulted in a numerical deficiency that could not be entertained.

The designs proposed by Thornycroft and Yarrow were finally accepted, and the resulting vessels were fitted with an improved fire control system. A director control tower (DCT) and rangefinder were mounted on the aft part of the bridge, which was raised to provide clear arcs of vision forward, and were linked to a fire control table in the transmitting station (TS) located in the fo'c'sle: a considerable improvement over the pedestal director and range clock provided in the "V" and "W" class destroyers. The large square and all-steel bridge was a conspicuous feature, while a more substantial secondary steering position and searchlight platform was fitted between the torpedo tubes.

The original Admiralty requirement was for a speed of 35 knots, but as Yarrow had specified 37 knots Thornycroft had to follow suit, and this incurred slightly lengthening their vessel to accommodate the extra power required. Boiler rooms were arranged as in the Modified "W" class, with the larger compartment adjoining the engine room; and cruising turbines were re-introduced to provide greater economy at low speed. The *Amazon* proved more economical up to 25 knots, but above this speed the *Ambuscade* had the better consumption. The *Ambuscade's* 4-drum boilers comprised two large and one small unit: the latter had two-thirds the output of the former, and was primarily installed for harbour use. On the small boiler alone the *Ambuscade* could make 17 knots, on one large boiler 22 knots, on one large and one small boiler (both in the aft boiler room) 27 knots, and on two large boilers 30 knots. In *Amazon* the 3-drum boilers were uniformly sized; and 24 knots was attained with one, and 30 knots with two, boilers. Both vessels

AMAZON: LEGEND PARTICULARS

Displacement: 1,352 tons (1,812 tons full load).
Dimensions: 311¾ (pp)/323 (oa) × 31½ × 19½d/9½ (11¼ full load) feet.
Machinery: Three Yarrow 3-drum boilers (260lb/in²), two shafts, Brown-Curtis SR geared turbines SHP 39,500 = 37 (32 full load) knots.
Bunkers & radius: O.F. 433 tons, 3,400/.....nm @ 15/...k.
Armament: Four 4.7in (4×1), two 2pdr AA (2×1) guns; six 21in (2×3) T.T.
Complement: 138.

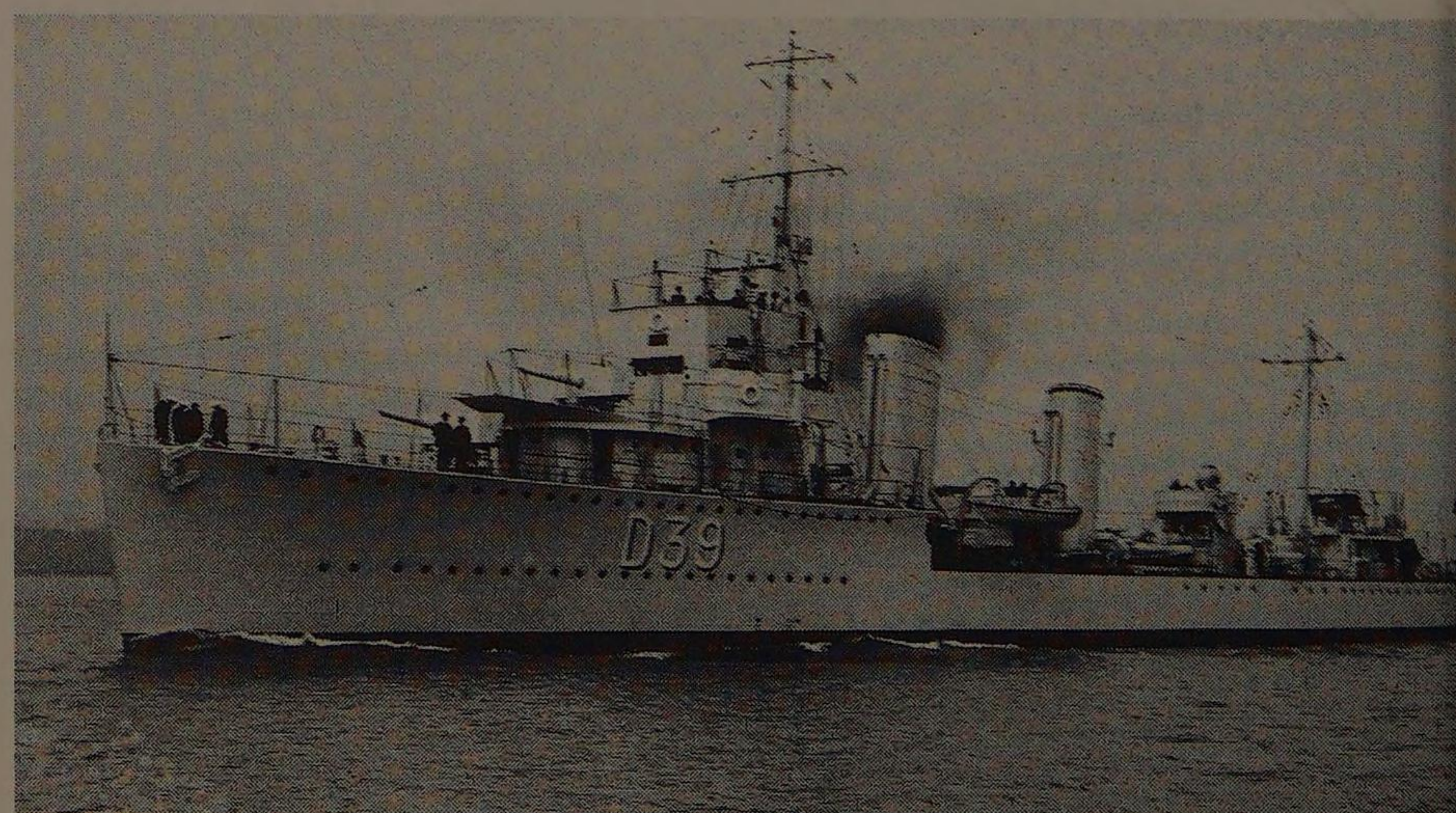
AMBUSCADE: LEGEND PARTICULARS

Displacement: 1,173 tons (1,585 tons full load).
Dimensions: 307 (pp)/322 (oa) × 31 × 18¾d/8¾ (10 full load) feet.
Machinery: Three Yarrow 4-drum boilers (290lb/in²), two shafts, Brown-Curtis SR geared turbines SHP 32,000 = 37 (32 full load) knots.
Bunkers & radius: O.F. 385 tons, 3,300/.....nm @ 15/...k.
Armament: Four 4.7in (4×1), two 2pdr AA (2×1) guns; six 21in (2×3) T.T.
Complement: 138.

naturally used all boilers to develop maximum power, and the steam was superheated for economic consumption.

Besides being the prototypes for subsequent British development these designs also attracted attention abroad. The Yarrow design was adopted by the Royal Netherlands Navy for eight units, and the Portuguese Navy for seven units (two were later sold to the Colombian Navy); while Thornycroft built six diminutives of their design for the Chilean Navy.

During the Second World War both vessels were similarly altered for escort work when the fo'c'sle gun was replaced by an ahead throwing weapon (Squid in the *Ambuscade* and Hedgehog in the *Amazon*), two 20mm AA (2×1) guns were added in the bridge wings, the DCT and rangefinder were



Right: The *Amazon* as completed. (Thornycroft)



replaced by SW.271 RDF, and AW.286 was added at the masthead, two more 20mm AA (2×1) replaced the 2pdr AA guns between the funnels, the aft bank of torpedo tubes was removed and replaced by a 12pdr AA gun, the pole mainmast was replaced by a vertical lattice mast carrying the HF/DF aerials at its head, and the quarterdeck gun was removed to provide additional stowage for depth charges; while A/S mortars were fitted on each side forward and aft of the aft shelter deck. The forward bank of torpedo tubes

Above: The *Ambuscade* as completed. (Yarrow)

and the 12pdr AA gun were later removed further to augment depth charge stowage. In 1943 the *Ambuscade* was used for A/S training, and in the following year the *Amazon* became an air target training vessel with further reductions in her A/S armament.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 12/6/24							
D.39	AMAZON	Thornycroft (Woolston)	Thornycroft (Woolston)	29. 1.25	27. 1.26	5. 5.27	Sold West of Scotland Shipbreaking .../48, arrived Troon 6/10/48 for scrapping.
D.38	AMBUSCADE	Yarrow (Scotstoun)	Yarrow (Scotstoun)	8.12.24	15. 1.26	9. 4.27	Sold West of Scotland Shipbreaking 3/11/46, arrived Troon .../3/47 for scrapping.

Flotilla Leader: CODRINGTON. **“A” class:** ‡ACASTA, ‡ACHATES, †ACHERON, ACTIVE, ANTELOPE, *ANTHONY, *ARDENT, ARROW.

This design was based on the experience with the two preceding prototypes, for which the Admiralty authorised the following modifications:

- (a) the forward superimposed gun was to be on an HA (60deg) mounting;
- (b) full shields were to be provided for all guns;
- (c) the bridge was to be moved farther aft;
- (d) quadruple banks of torpedo tubes were to be installed; and
- (e) Asdic, two A/S mortars, and four racks for depth charges were to be fitted, together with two-speed destroyer sweeps (TSDS).

However, the 4·7in HA mounting did not prove a success, and was not fitted; and Asdic, the A/S mortars, and one depth charge rack were suppressed to provide more working space for the TSDS. At this period there was a firm

requirement for destroyers to sweep ahead of the fleet at 25 knots, and it was proposed that alternate flotillas should be fitted with TSDS or Asdic.

Separate geared cruising turbines were dropped, and a cruising stage was incorporated into the h.p. turbine; while one unit—the *Acheron*—was allocated to Parsons Marine Steam Turbine (hull and boilers sub-contracted to Thornycroft) to examine the economies incurred with using steam at a higher pressure and temperature than normal. Her specific fuel consumption (sfc) was reduced to 0·608lb/HPHr compared with the average of 0·81ln/HPHr for the remainder of the class; and it was a pity that these tests were not more actively pursued.

Below: The *Achates* modified for escort work with A gun replaced by an A/S spigot mortar, the LA.DCT and rangefinder by SW.273 RDF, the 2pdr AA by 20mm AA guns, the aft bank of T.T. by a 12pdr AA gun, and Y gun by additional depth charges; and with a vertical HF/DF mast stepped aft. (IWM)



The design of the flotilla leader was expanded to include the extra accommodation and communications equipment required; and an additional 4.7in gun was mounted between the funnels, which necessitated shifting the 2pdr AA guns to abaft the aft funnel.

As the *Codrington*, *Acasta*, *Acheron*, and *Ardent* were early war losses probably the only alterations effected were replacing the after bank of torpedo tubes by a 12pdr AA gun, striking the mainmast, and the addition of Asdic with TSDS cleared to make space for A/S mortars and depth charges.

By 1941 the remainder carried AW.286 RDF at the masthead, two 20mm AA (2×1) guns were added in the bridge wings, the aft funnel was shortened, the aft bank of torpedo tubes was replaced by a 12pdr AA gun, the mainmast was replaced by a vertical mast for the HF/DF, and Y gun was removed to provide space for A/S mortars and additional stowage for depth charges. In addition, the *Achates* shipped an ahead throwing weapon (Hedgehog) in place of A gun, SW.271 RDF replaced the DCT and rangefinder on the bridge, and two more 20mm AA (2×1) replaced the 2pdr AA guns between the funnels. The *Active* and *Anthony* later had the DCT and rangefinder replaced by SW.271, type AW.291 replaced the earlier set in *Active*, and all except *Achates* shipped a twin 6pdr mounting and an ahead throwing weapon (Hedgehog) in lieu of B gun.

CODRINGTON: LEGEND PARTICULARS

Displacement: 1,540 tons (2,012 tons full load).
Dimensions: 332 (pp)/343 (oa) × 33¾ × 19¾d/9 (12¼ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 600°F), two shafts, Parsons SR geared turbines SHP 39,000 = 35 (32 full load) knots.
Bunkers & radius: O.F. 430 tons, 5,000/.....nm @ 15/...k.
Armament: Five 4.7in (5×1), two 2pdr AA (2×1), four .303in machine (4×1) guns; eight 21in (2×4) T.T.
Complement: 185.

“A” CLASS: LEGEND PARTICULARS

Displacement: 1,350 tons (1,765 tons full load).
Dimensions: 312 (pp)/323 (oa) × 32¼ × 19d/8½ (12¼ full load) feet.
Machinery: Three Admiralty (300lb/in² & 600°F) except * Yarrow (275lb/in² & 600°F) and † Thornycroft (500lb/in² & 850°F) 3-drum boilers; two shafts, Parsons except ‡ Brown-Curtis SR geared turbines SHP 34,000 = 35 (31¾ full load) knots.
Bunkers & radius: O.F. 388 except ‡ 345 tons, 4,080/.....nm @ 15/...k.
Armament: Four 4.7in (4×1), two 2pdr AA (2×1), four .303in AA machine (4×1) guns; eight 21in (2×4) T.T.
Complement: 138.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 6/3/28							
D.65	CODRINGTON	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	20. 6.28	7. 8.29	4. 6.30	Bombed German aircraft Dover 27/7/40.
H.09	ACASTA (i)	J Brown (Clydebank)	J Brown (Clydebank)	13. 8.28	8. 8.29	11. 2.30	Gunfire German battlecruisers GNEISENAU & SCHARNHORST west of Narvik 8/6/40.
H.12	ACHATES (i)	-do-	-do-	11. 9.28	4.10.29	11. 2.30	Gunfire German cruiser ADMIRAL HIPPER Barents Sea 31/12/42.
H.14	ACTIVE	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	10. 7.28	9. 7.29	9. 2.30	Sold West of Scotland Shipbreaking 7/7/47, arrived Troon ../8/47 for scrapping.
H.36	ANTELOPE	-do-	-do-	11. 7.28	27. 7.29	20. 3.20	Sold Hughes Bolckow ../../45, arrived Blyth 28/1/46 for scrapping.
H.40	ANTHONY	Scotts (Greenock)	Scotts (Greenock)	30. 7.28	24. 4.29	14. 2.30	Sold West of Scotland Shipbreaking 21/2/48, arrived Troon ../5/48 for scrapping.
H.41	ARDENT	-do-	-do-	30. 7.28	26. 6.29	14. 4.30	Gunfire German battlecruisers GNEISENAU & SCHARNHORST west of Narvik 8/6/40.
H.42	ARROW	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	20. 8.28	22. 8.29	14. 4.30	Damaged explosion mercantile <i>Fort Lamontee</i> Algiers 4/8/43, written-off as constructive total loss 17/10/44 & scrapped Taranto ../5/49.
Ordered 29/5/28							
H.48	ACHERON (i)	Thornycroft (Woolston)	Parsons (Wallsend)	29.10.28	18. 3.30	13.10.31	Mined south of Isle of Wight 17/12/40.

Flotilla leader: *KEITH. **“B” class:** †BASILISK, †BEAGLE, BLANCHE, BOADICEA, BOREAS, BRAZEN, BRILLIANT, BULLDOG.

These vessels were repeats of the “A” class except that they were fitted with Asdic, two A/S mortars, and one rack for 25 depth charges in lieu of TSDS. The flotilla leader was not enlarged, and while the original provision was to omit Y gun, and extend the after superstructure for additional accommodation, this was not implemented, and the gun was finally shipped. However,

“B” CLASS: LEGEND PARTICULARS

Displacement: 1,360 tons (1,735 tons full load) except * 1,400 tons (1,821 tons full load).
Dimensions: 312 (pp)/323 (oa) × 32¼ × 19d/8½ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 600°F), two shafts, Parsons except † Brown-Curtis SR geared turbines SHP 34,000 = 35 (32 full load) knots.
Bunkers & radius: O.F. 390 tons, 4,800/.....nm @ 15/...k.
Armament: Four 4.7in (4×1), two 2pdr AA (2×1), five .303in AA machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 138 except * 157.

all the flotilla staff could not be accommodated in the leader, and were spread among the other vessels; and the *Blanche* was fitted as a divisional leader.

There was now more serious foreign competition to consider as Italy and Japan were building larger destroyers which individually quite outclassed their British counterparts; and the French programme of large destroyers was also being continued. The Italian “Navigatori” class (12 units) were of 1,950 tons, made 38 knots with 50,000 SHP, and were armed with six 4.7in (3×2) guns and four/six 21in (2×2/3) torpedo tubes; while the Japanese “Fubuki” class (20 units) were of 1,680 tons, made 38 knots with 50,000 SHP, and were armed with six 5in (3×2) guns and nine 21in (3×3) torpedo tubes together with nine reloads.

Regardless of whether the large French destroyers were rated as light cruisers, or not, this series—which had started in 1922 with the 2,400-tonne type (six units)—was now being developed upwards with the 2,700-tonne type (18 units); and could well force the pace in destroyer construction. There was nothing anti-British about the French policy: they were realistically building the type of vessel best suited to their needs, and unlike the U.K. were not bound by naval limitation treaties. In adhering to a smaller design to achieve numerical sufficiency the Royal Navy was following a sound policy, which only became suspect when the overall result was both smaller and fewer vessels.



During the war the surviving units—the *Keith*, *Basilisk*, *Blanche*, and *Brazen* being early losses—were modified for escort work on the established pattern: the aft bank of torpedo tubes was replaced by a 12pdr AA gun, the mainmast was struck, and Y gun was removed for fitting A/S mortars and additional depth charge stowage. AW.286 RDF was added at the masthead; two 20mm AA (2×1) guns were added in the bridge wings, two more 20mm AA (2×1) replaced the 2pdr AA guns between the funnels in the *Brilliant* and *Bulldog*, and a further pair of 20mm AA (2×1) guns were added abreast

Above: The *Beagle* with early war modifications: the aft funnel shortened, the aft bank of T.T. replaced by a 12pdr AA gun, and Y gun removed to provide additional depth charge stowage. (IWM)

the searchlight amidships in the former; SW.271 replaced the DCT and range-finder in the *Beagle*, *Brilliant*, and *Bulldog*; and an ahead throwing weapon (Hedgehog) replaced A gun in the *Beagle* and *Bulldog*, and the 12pdr AA gun was removed.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 22/3/29							
D.06	KEITH	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	1.10.29	10. 7.30	20. 3.31	Bombed German aircraft off Dunkerque 1/6/40.
Ordered 4/3/29							
H.11	BASILISK	J Brown (Clydebank)	J Brown (Clydebank)	19. 8.29	6. 8.30	4. 3.31	Bombed German aircraft off Dunkerque 1/6/40 & torpedoed WHITEHALL.
H.30	BEAGLE	-do-	-do-	11.10.29	26. 9.30	9. 4.31	Sold Metal Industries 22/12/45, arrived Rosyth 15/1/46 for scrapping.
H.47	BLANCHE	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	29. 7.29	29. 5.30	14. 2.31	Mined Thames estuary 13/11/39.
H.65	BOADICEA	-do-	-do-	11. 7.29	23. 9.30	7. 4.31	Torpedoed German aircraft off Portland 13/6/44.
Ordered 22/3/29							
H.77	BOREAS (i)	Palmers (Jarrow)	Palmers (Jarrow)	22. 7.29	18. 7.30	20. 2.31	RHN SALAMIS (1944/51); sold Metal Industries .../52, arrived Rosyth 15/4/52 for scrapping.
H.80	BRAZEN	-do-	-do-	22. 7.29	25. 7.30	8. 4.31	Foundered in tow off Dover 20/7/40 after bombed German aircraft.
H.84	BRILLIANT	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	8. 7. 29	9.10.30	21. 2.31	Sold West of Scotland Shipbreaking 21/2/48, arrived Troon .../4/48 for scrapping.
H.91	BULLDOG	-do-	-do-	10. 8.29	6.12.30	8. 4.31	Sold Metal Industries 22/12/45, arrived Rosyth 17/1/46 for scrapping.

Thornycroft type: SAGUENAY, SKEENA.

This pair was ordered by the Royal Canadian Navy who preferred the Thornycroft design to the standard Admiralty type, but they were generally similar to the latter so that they could tactically combine with them.

To meet exacting Canadian climatic conditions, which varied from the arctic to sub-tropic (as the ships frequently operated from West Indian bases), the forward part of the hull was strengthened for navigation in ice, a large GM was provided to counteract the effect of 50/60 tons of ice and snow forming on the rigging and upperworks, and they were fitted with elaborate

Right: The *Saguenay* unaltered except for the addition of AW.RDF at the head of the foremast. (RCN)



steam heating and mechanical ventilation. The bridge was wider, and a little nearer the stem, than in the British vessels; more flare was given to the bows which resulted in a drier foredeck, the bunker capacity was increased, cruising turbines were fitted to extend the radius of action, and although there was a slight reduction with installed power there was no loss of speed.

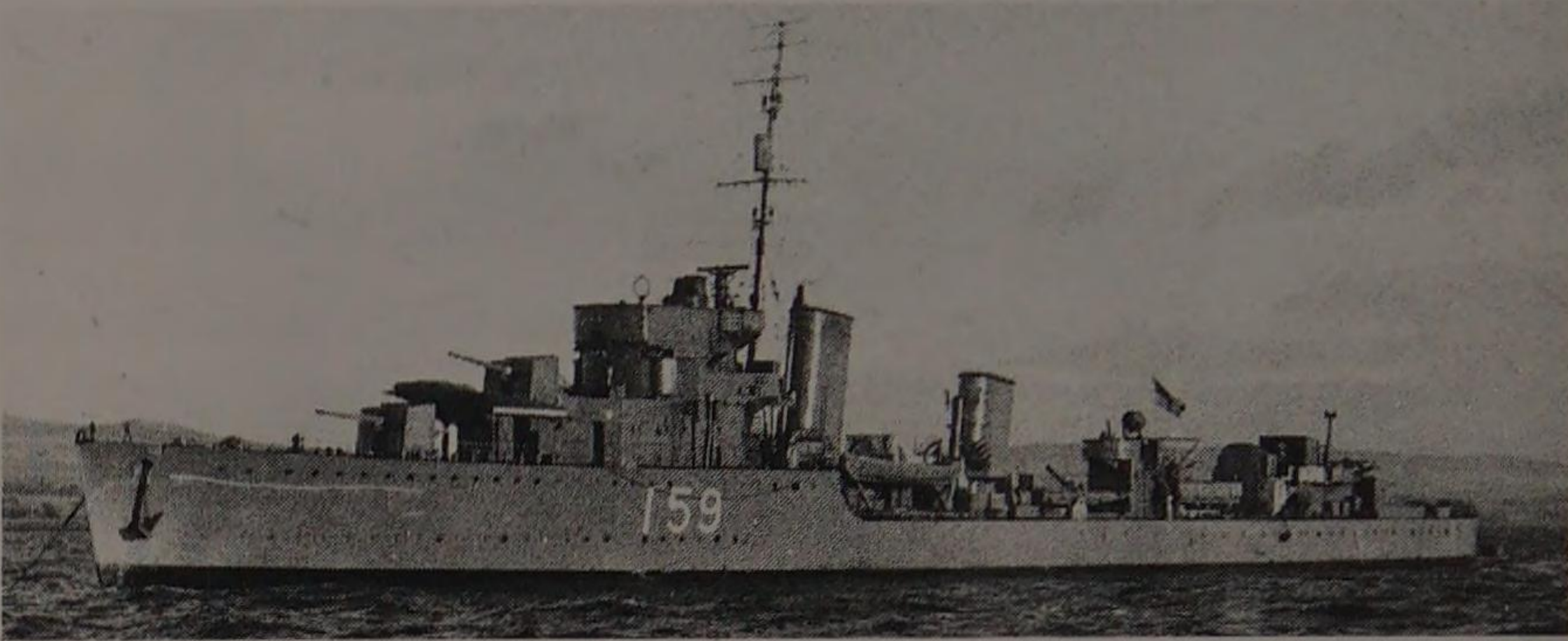
Both were modified for escort work with AW.286 RDF carried at the masthead, two 20mm AA (2×1) guns added in the bridge wings, the aft bank of torpedo tubes was replaced by a 12pdr AA gun, the mainmast was struck,

and Y gun removed so that A/S mortars and additional depth charges could be added. Following a collision in 1942 the *Saguenay* was only partially repaired, and relegated to training.

Below: In 1942 the *Skeena* also had AW.RDF fitted; and she had twin .303in AA Lewis machine guns added in each of the bridge wings, two multiple .5in AA machine guns between the funnels, a 12pdr AA gun replaced the aft bank of T.T., and the mainmast was struck. (RCN)

THORNYCROFT TYPE: LEGEND PARTICULARS

Displacement: 1,337 tons (1,805 tons full load).
Dimensions: 309 (pp)/321 (oa) × 32¼ × 19d/10½ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 600°F), two shafts, Brown-Curtis SR geared turbines SHP 32,000 = 35 (32 full load) knots.
Bunkers & radius: O.F. 440 tons, 5,000/.....nm @ 15/...k.
Armament: Four 4.7in (4×1), two 2pdr AA (2×1), one .303in AA machine gun; eight 21in (2×4) T.T.
Complement: 138.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 29/2/29							
D.79	SAGUENAY	Thornycroft (Woolston)	Thornycroft (Woolston)	27. 9.29	11. 7.30	22. 5.31	RCN; collision mercantile <i>Azara</i> off Newfoundland 15/11/42, training ship (1943); sold International Iron & Metal .../45, arrived Hamilton .../46 for scrapping.
D.59	SKEENA	-do-	-do-	14.10.29	10.10.30	10. 6.31	RCN; wrecked Hvalfjord 25/10/44.

Flotilla leader: *ASSINIBOINE. “C” class: FRASER, OTTAWA, RESTIGOUCHE, ST LAURENT.

This class was increased in size to secure a wider radius of action, and to include a 3in AA gun; and consequently slightly more power was required to maintain fleet speed. Before orders were placed the number of destroyers was reduced from eight to four as a futile economy measure. Both TSDS and Asdic were fitted, but the three racks at the stern were for only six depth charges.

The most noticeable feature was the split bridge: the wheelhouse with compass platform over was separated from the chartroom with the DCT and rangefinder over. The 3in AA gun was mounted on the centreline between the funnels—a more disadvantageous position could hardly be imagined—and the 2pdr AA guns were moved forward to positions on each side at the aft end of the fo’c’sle deck. In 1936 the 3in AA gun was removed, and the 2pdr AA guns were shifted aft to replace it where, mounted on each side, they had improved arcs of fire.

Between 1937/39 all these vessels were transferred to the Royal Canadian Navy, and the *Ottawa* was an early war loss. The remainder were all modified for escort work, and had two 20mm AA (2×1) guns added in the bridge wings, AW.286 RDF was carried at the masthead, multiple .5in AA machine guns (2×4) replaced the 2pdr AA guns between the funnels, the aft bank of torpedo tubes was replaced by a 12pdr AA gun, the mainmast was struck, and Y gun was removed for fitting A/S mortars and to provide addi-

“C” CLASS: LEGEND PARTICULARS

Displacement: 1,375 tons (1,880 tons full load) except * 1,390 tons (1,901 tons full load).
Dimensions: 317¾ (pp)/329 (oa) × 33 × 19¼d/8½ except * 8¾ (12½ full load) feet.
Machinery: Three Admiralty (300lb/in² & 600°F) except * Yarrow (310lb/in² & 600°F) 3-drum boilers, two shafts, Parsons SR geared turbines SHP 36,000 = 35½ (32 full load) knots.
Bunkers & radius: O.F.473 tons, 5,500/.....nm @ 15/...k.
Armament: Four 4.7in (4×1), two 2pdr AA (2×1), five .303in AA machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 145 except * 165.



Above: The *Restigouche* in 1944 had 6pdr guns in the bridge wings, an A/S spigot mortar in place of B gun, and was fitted with SW.273 RDF on the bridge, and AW.286 at the masthead. (RCN)

tional depth charge stowage. The *Restigouche* (and probably others) later had the DCT and rangefinder replaced by SW.271 RDF, two 20mm AA (2×1) guns replaced the multiple machine guns, two more 20mm AA (2×1) were added abreast the searchlight, the 12pdr AA was removed, a vertical HF/DF mast was added aft, and a twin 6pdr mounting and an ahead throwing weapon (Hedgehog) replaced B gun.

Right: The *St Laurent* in 1941 with early war modifications only had the aft funnel shortened, the aft bank of T.T. replaced by a 12pdr AA gun, was fitted with AW.286 RDF at the masthead, and had the mainmast struck. (RCN)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 15/7/30							
D.18	ASSINIBOINE ex-Kempenfelt	White (Cowes)	White (Cowes)	18.10.30	29.10.31	30. 5.32	RCN; wrecked Prince Edward Island 10/11/45.
Ordered 13/2/30							
H.00	RESTIGOUCHE ex-Comet	Portsmouth Dockyard	Hawthorn Leslie (Hebburn)	12. 9.30	30. 9.31	2. 6.32	RCN; sold Foundation Maritime .././45, arrived Halifax .././46 for scrapping.
H.60	OTTAWA (i) ex-Crusader	-do-	-do-	12. 9.30	30. 9.31	2. 5.32	RCN; torpedoed German submarine U.91 Gulf of St Lawrence 13/9/42.
Ordered 9/7/30							
H.48	FRASER ex-Crescent	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	1.12.30	29. 9.31	15. 4.32	RCN; collision cruiser CALCUTTA off Gironde estuary 25/6/40.
H.83	ST LAURENT ex-Cygnet	-do-	-do-	1.12.30	29. 9.31	1. 4.34	RCN; sold International Iron & Metal .././46, arrived Levis .././47 for scrapping.

Flotilla leader: *DUNCAN. **“D” class:** DAINTY, DARING, DECOY, DEFENDER, DELIGHT, DIAMOND, DIANA, DUCHESS.

These ships were repeats of the “C” class except that they were fitted with two A/S mortars and one rack for 20 depth charges in lieu of TSDS, multiple .5in AA machine guns replaced the 2pdr AA guns, and they had the normal undivided bridge. The multiple machine guns were raised to the wings of the signal bridge, where they had better arcs of fire; but as they were in short supply single 2pdr AA guns were mounted in *Daring*, *Defender*, *Diamond*, and *Diana*.

The flotilla leader was not enlarged, and *Daring* and *Decoy* were fitted as divisional leaders. In 1936 the 3in AA was replaced by two 2pdr AA (2×1) guns. As seven of the class were lost by mid-1941 alterations were limited (in some vessels) to the aft bank of torpedo tubes being replaced by a 12pdr AA gun, and in turn the aft funnel was shortened and the mainmast was struck to improve the weapon’s sky arcs; AW.286 RDF was added at the

Below: The *Kootenay* in 1944 modified for escort work with A gun re-mounted, and a split A/S spigot mortar on each side of it; a total of six 20mm AA (6×1) guns; and SW.271 RDF fitted on the bridge and AW.296 at the masthead, and a vertical HF/DF mast stepped aft. (IWM/RCN)



masthead, and two 20mm AA (2×1) replaced the multiple machine guns in the bridge wings.

The *Duncan* later had A gun replaced by an ahead throwing weapon (Hedgehog), the DCT and rangefinder were replaced by SW.271 RDF, two 20mm AA (2×1) replaced the 2pdr AA guns between the funnels, and two more 20mm AA (2×1) were added abreast the searchlight amidships, the 12pdr AA gun was removed as a vertical mast for HF/DF was stepped aft, and Y gun was also removed to increase depth charge stowage. The *Decoy*—later transferred to the Royal Canadian Navy—was similarly altered except that she retained A gun and the 12pdr AA, and did not ship the two extra 20mm AA guns; but she had B gun replaced by a twin 6pdr mounting and an ahead throwing weapon (Hedgehog).

“D” CLASS: LEGEND PARTICULARS

Displacement: 1,375 tons (1,890 tons full load) except * 1,400 tons (1,937 tons full load).
Dimensions: 317¾ (pp)/329 (oa) × 33 × 19¼d/8½ except * 8¾ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 600°F), two shafts, Parsons SR geared turbines SHP 36,000 = 35½ (32 full load) knots.
Bunkers & radius: O.F. 473 tons, 5,850/1,250nm @ 13/35½k.
Armament: Four 4.7in (4×1), two 2pdr AA (2×1), eight .5in AA (2×4), five .303in AA machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 145 except * 165.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 14/2/3							
D.99	DUNCAN	Portsmouth Dockyard	Hawthorn Leslie (Hebburn)	25. 9.31	7. 7.32	31. 3.33	Sold T W Ward 8/7/45, arrived Barrow ..11/45 for scrapping.
Ordered 2/2/31							
H.53	DAINTY	Fairfield (Govan)	Fairfield (Govan)	20. 4.31	3. 5.32	22.12.32	Bombed German & Italian aircraft off Tobruk 24/2/41.
H.16	DARING	Thornycroft (Woolston)	Thornycroft (Woolston)	18. 6.31	7. 4.32	25.11.32	Torpedoed German submarine 40 miles west of Duncansby Head 18/2/40.
H.75	DECOY	-do-	-do-	25. 6.31	7. 6.32	17. 1.33	RCN KOOTENAY (1943); sold International Iron & Metal ..../46, arrived Hamilton ..../47 for scrapping.
H.07	DEFENDER	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	22. 6.31	7. 4.32	31.10.32	Bombed Italian aircraft off Sidi Barani 11/7/41.
H.38	DELIGHT	Fairfield (Govan)	Fairfield (Govan)	22. 4.31	2. 6.32	31. 1.33	Bombed German aircraft off Portland 29/7/40.
H.22	DIAMOND	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	29. 9.31	8. 4.32	3.11.32	Bombed German & Italian aircraft south of Morea 27/4/41.
H.49	DIANA	Palmers (Hebburn)	Palmers (Hebburn)	12. 6.31	16. 6.32	21.12.32	RCN MARGAREE (1940); collision mercantile <i>Port Fairy</i> North Atlantic 22/10/40.
H.64	DUCHESS	-do-	-do-	12. 6.31	19. 7.32	27. 1.33	Collision battleship BARHAM North Channel 12/12/39.

Flotilla leader: EXMOUTH. “E” class: ECHO, ECLIPSE, ELECTRA, ENCOUNTER, ESCAPADE, ESCORT, *ESK, EXPRESS.

While these ships were generally repeats of the “C” and “D” classes beam and depth were slightly increased, and the policy of fitting alternate flotillas for either anti-submarine or minesweeping was now varied to minesweeping or minelaying; but all were to be fitted with Asdic as the submarine threat to communications was now being pressed more forcibly. Minesweeping and minelaying destroyers were to be capable of rapid conversion to these roles, and therefore two of the class—the *Esk* and *Express*—were adapted for rapid conversion to minelaying so that any resulting problems could be resolved before it was extended to a whole flotilla; while the remainder were fitted with two A/S mortars and one rack for 20 depth charges.

Watertight integrity was improved by sub-dividing the after boiler room, so that all boilers were now in separate compartments. The 3in AA gun was omitted, and replaced by two multiple .5in AA machine guns; while the elevation of the 4.7in was increased from 30deg to 40deg so that they had limited capability against aircraft. The guns were mounted in shallow wells to accommodate this increase, and so as not to raise the trunnion height, and facilitate loading at small angles of elevation.

With the *Esk* and *Express* the mine rails were laid along the upper deck from abreast the aft funnel to the stern, and to keep this deck space clear it was necessary to stow the whalers at the aft end of the fo’c’sle deck, and to step a tripod mainmast to eliminate the shrouds required by a pole mast. The fo’c’sle deck had to be extended aft to accommodate the whalers; and when a full mine load was carried A and Y guns and both banks of torpedo tubes were landed to compensate. New minelaying gear comprised a powered chain belt, in sponsons on each quarter, which engaged on the underside of the mine bogie, and ensured a regular time spacing between successive mines. Lays could be accomplished at speeds up to 20 knots, and provision was made to carry 60 Mk. XVIA mines with an all-up weight of 80 tons. These features—whalers on fo’c’sle deck, tripod mainmast, and minelaying chutes

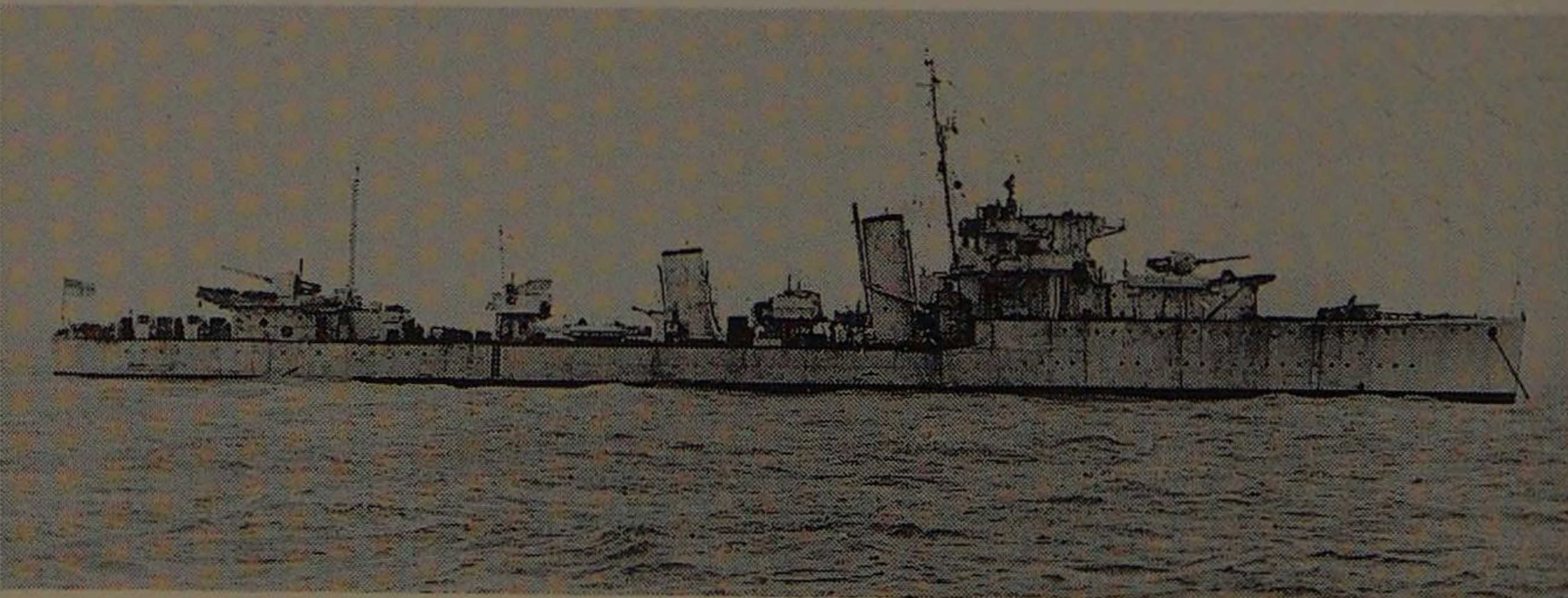
EXMOUTH: LEGEND PARTICULARS

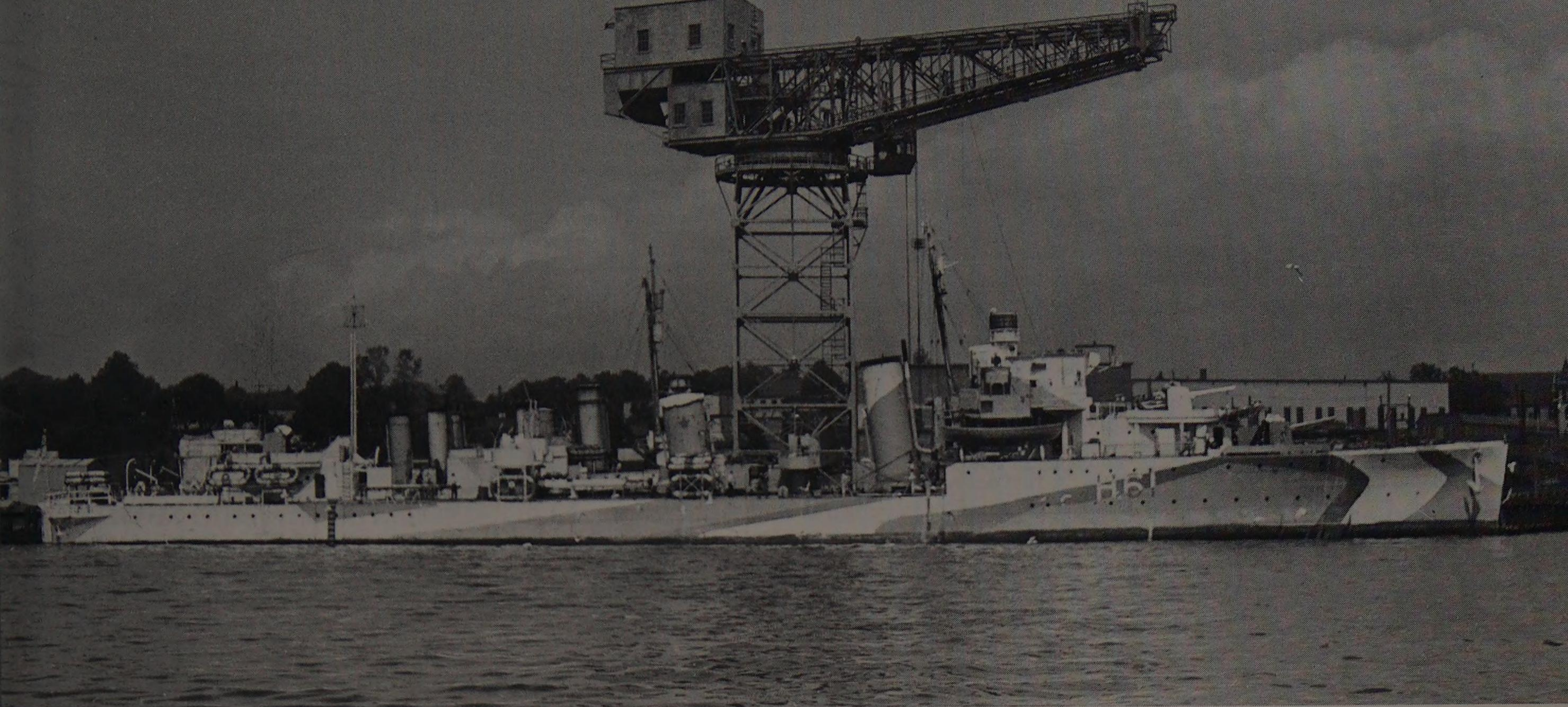
Displacement: 1,495 tons (2,050 tons full load).
Dimensions: 332 (pp)/343 (oa) × 33¾ × 20d/8¾ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 38,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 490 tons, 6,500/1,500nm @ 15/36k.
Armament: Five 4.7in (5×1), eight .5in AA (2×4), five .303in machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 175.

“E” CLASS: LEGEND PARTICULARS

Displacement: 1,405 tons (1,940 tons full load).
Dimensions: 318¾ (pp)/329 (oa) × 33¼ × 19½d/8½ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 36,000 = 35½ (31½ full load) knots.
Bunkers & radius: O.F. 470 except * 480 tons, 6,350/1,275nm @ 15/35½k.
Armament: Four 4.7in (4×1), eight .5in AA (2×4), five .303in AA machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 145.

Below: The *Escapade* modified for escort work with A gun replaced by an A/S spigot mortar that has been touched-out by the censor, six 20mm AA (6×1) guns, the aft bank of T.T. and Y gun removed to increase depth charge stowage, and a vertical HF/DF mast stepped aft. (IWM)





at the stern—readily distinguished these vessels from the remainder of the class.

The flotilla leader mounted an additional 4.7in gun between the funnels, and as no 3in AA gun was to be fitted it was optimistically proposed to give this gun 60deg elevation, but the earlier difficulties experienced with a dual-purpose mounting remained unresolved. Finally, all the guns were given 40deg elevation like the remainder of the class, while the multiple machine guns were mounted in the wings of the signal bridge.

War modifications were not extensive as up to 1943 the ships were largely employed on fleet work; while the *Exmouth*, *Escort*, and *Express* were early war losses. Generally, they had AW.286 RDF fitted at the masthead, two 20mm AA (2×1) guns added in the bridge wings, two more replaced the multiple machine guns which had be re-positioned between the funnels, a 12pdr AA gun replaced the aft bank of torpedo tubes, and the aft funnel was

Above: The *Gatineau* in 1944 was similarly altered except that she retained A gun, but the LA.DCT and rangefinder on the bridge were replaced by SW.271 RDF. (RCN)

shortened and the mainmast struck. In 1943 the *Escapade* had A gun replaced by an ahead throwing weapon (Hedgehog), SW.271 RDF replaced the DCT and rangefinder on the bridge, and AW.291 the earlier set, two 20mm AA (2×1) guns were added abreast the searchlight, the 12pdr AA gun was removed as a vertical HF/DF mast was now stepped aft, but the space was utilised to increase depth charge stowage. The *Express*—later transferred to the Royal Canadian Navy—was similarly altered but retained A gun and the 12pdr AA, but had B gun replaced by a twin 6pdr mounting and an ahead throwing weapon (Hedgehog), and the remaining bank of torpedo tubes was removed.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/11/32							
H.02	EXMOUTH	Portsmouth Dockyard	Fairfield (Govan)	15. 5.33	30. 1.34	9.11.34	Torpedoed German submarine U.22 off Moray Firth 21/1/40.
H.23	ECHO	Denny (Dumbarton)	Denny (Dumbarton)	20. 3.33	16. 2.34	22.10.34	RHN NAVARINON (1944-56); sold Clayton & Davie ..../56, arrived Dunston 26/4/56 for scrapping.
H.08	ECLIPSE	-do-	-do-	22. 3.33	12. 4.34	29.11.34	Mined off Kalymnos 24/10/43.
H.27	ELECTRA	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	15. 3.33	15. 2.34	13. 9.34	Gunfire IJN cruiser JINTSU and destroyers Java Sea 27/2/42.
H.10	ENCOUNTER	-do-	-do-	15. 3.33	29. 3.34	2.11.34	Gunfire IJN cruisers ASIGARA & MYOKO and destroyers Java Sea 1/3/42.
H.17	ESCAPADE	Scotts (Greenock)	Scotts (Greenock)	30. 3.33	30. 1.34	30. 8.34	Sold G & W Brunton 17/5/47, arrived Grangemouth 3/8/47 for scrapping.
H.66	ESCORT	-do-	-do-	30. 3.33	29. 3.34	30.11.34	Torpedoed Italian submarine MARCONI north of Cyprus 8/7/40 & foundered in tow three days later.
H.15	ESK	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	24. 3.33	19. 3.34	28. 9.34	Mined 40 miles north-west of Texel 31/8/40.
H.61	EXPRESS (i)	-do-	-do-	24. 3.33	29. 5.34	2.11.34	RCN GATINEAU (1943); scuttled as breakwater Royson ..../48.

Flotilla leader: FAULKNOR. “F” class: FAME, FEARLESS, FIREDRAKE, FORESIGHT, FORESTER, *FORTUNE, *FOXHOUND, FURY.

These were repeats of the “E” class and were fitted with two A/S mortars, one rack for 20 depth charges, and TSDS. The flotilla leader was of the enlarged design, and the *Fearless* and *Fortune* were fitted as divisional lead-

ers. Contemporary foreign designs in the Italian, Japanese, and United States navies were of similar size to the British units, and only the French Navy continued with larger vessels.

The Italian Navy had reverted to a smaller design, and the “Freccia” (eight units)/“Maestrale” (four units) classes were of 1,225/1,440 tons, made 38 knots with 40,000/45,000 SHP, and were armed with four 4.7in (2×2) guns and six 21in (2×3) T.T. The 4.7in guns were in twin shields forward and aft,

which saved length and topweight; and they were better provided for against air attack with eight 20mm AA (3×2/2×1) guns.

The Japanese “Hatsuharu” class (six units) were of 1,368 tons, made 36½ knots with 42,000 SHP, and were armed with five 5in DP (2×2/1×1) guns and nine 21in (3×3) T.T. To improve stability the single superimposed turret forward was moved aft, where it replaced the aft bank of torpedo tubes; but there would have been less cause for complacency had it been known that the remaining torpedo tubes were altered to take the new 24in torpedo—which was back-fitted to the “Fubuki” class—and that three reloads were also carried. These alterations resulted in the displacement rising to 1,715 tons, with a corresponding reduction in speed of 3 knots.

The American “Farragut” class (eight units) were of 1,345/1,410 tons, made 36½ knots with 42,000 SHP, and were armed with five 5in DP (5×1) guns and eight 21in (2×4) T.T. They were the first destroyers to be built in the U.S.A. for over 10 years. Shields were only provided for the two forward guns, the remainder being in open mountings; and a less evident feature was the large bunker capacity for 600 tons of fuel oil. It should be noted that both the American and Japanese destroyers had dual-purpose gun armaments, with a combined HA/LA.DCT on the bridge; and why the Royal Navy were unable to develop a similar gun suitable for destroyer use is a matter of some mystery.

Early war modifications were limited to a 12pdr AA gun replacing the aft bank of torpedo tubes, the aft funnel was shortened and the mainmast struck, AW.286 RDF was added at the masthead, and two 20mm AA (2×1) guns were added in the bridge wings (in most). Later, Y gun was removed from all except the *Foresight* and *Fury* to fit A/S mortars and stow additional depth charges; and in the surviving units—the *Fame*, *Forester*, *Fortune*, and *Foxhound* (the last two transferred to the Royal Canadian Navy)—two 20mm

Below: The *Saskatchewan* in 1945 modified for escort work with A gun re-mounted, and a split spigot A/S mortar on each side of it; SW.273 RDF and its associated IFF has replaced the LA.DCT and rangefinder on the bridge, AW.286 has been added at the masthead, there is provision for six 20mm AA (6×1) guns, the aft bank of T.T. and Y gun have been removed to provide additional depth charge stowage, and a vertical HF/DF mast has been stepped aft. (RCN)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 17/3/33							
H.62	FAULKNOR	Yarrow (Scotstoun)	Yarrow (Scotstoun)	31. 7.33	12. 6.34	24. 5.35	Sold T W Ward 22/1/46, arrived Milford Haven 4/4/46 for scrapping.
H.78	FAME	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	5. 7.33	28. 6.34	26. 4.35	Dominican Navy GENERALISIMO (1948), SANCHEZ (1962); scrapped ..../68.
H.67	FEARLESS (i)	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	17. 7.33	12. 3.34	19.12.34	Bombed Italian aircraft off Bône 23/7/41 & torpedoed destroyer FORESTER.

FAULKNOR: LEGEND PARTICULARS

Displacement: 1,475 tons (2,010 tons full load).
Dimensions: 332 (pp)/343 (oa) × 33¾ × 20d/8¾ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 38,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 490 tons, 6,500/1,500nm @ 15/36k.
Armament: Five 4·7in (5×1), eight ·5in AA (2×4), five ·303in AA machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 175.

“F” CLASS: LEGEND PARTICULARS

Displacement: 1,405 tons (1,940 tons full load).
Dimensions: 318¼ (pp)/329 (oa) × 33¼ × 19½d/8½ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons except * Brown-Curtis SR geared turbines SHP 36,000 = 35½ (31½ full load) knots.
Bunkers & radius: O.F. 470 tons, 6,350/1,275nm @ 15/35½k.
Armament: Four 4·7in (4×1), eight ·5in AA (2×4), five ·303in AA machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 145.

AA (2×1) replaced the multiple machine guns between the funnels, an ahead throwing weapon (Hedgehog) was added forward (the *Fame* originally had A gun removed for this purpose, but it was subsequently replaced), the DCT and rangefinder were replaced by SW.271 RDF (as they were also in the *Firedrake*), two 20mm AA (2×1) guns were added abreast the searchlight (also in the *Foresight*), and a vertical HF/DF mast was added aft (also in the *Firedrake*).

With the *Faulknor* there were similar initial alterations except that a 4in AA gun replaced the after bank of torpedo tubes, and that two single 20mm AA (2×1) guns were added abreast the searchlight; but later the aft bank of torpedo tubes was replaced, and the 4in AA gun was moved aft to replace X gun; two more 20mm AA (2×1) were added at the fore end of the aft shelter deck, and the rangefinder on the bridge was replaced by an HA.DCT fitted with AR.285 RDF; and finally a multiple 2pdr AA mounting (1×4) was added in place of Q gun, where its sky arcs were very restricted.

H.79	FIRE Drake	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	5. 7.33	28. 6.34	30. 5.35	Torpedoed German submarine U.211 North Atlantic 17/12/42.
H.68	FORE SIGHT	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	31. 7.33	29. 6.34	15. 5.35	Torpedoed Italian aircraft Sicilian Narrows 12/8/42 & foundered in tow following day.
H.74	FORE STER	White (Cowes)	White (Cowes)	15. 5.33	28. 6.34	19. 4.35	Sold Metal Industries 22/1/46, arrived Rosyth 28/2/46 for scrapping.
H.70	FORT UNE	J Brown (Clydebank)	J Brown (Clydebank)	28. 7.33	29. 8.34	27. 4.35	RCN SASKATCHEWAN (1943); sold International Iron & Metal .../46, arrived Hamilton .../ for scrapping.
H.69	FOX HOUND	-do-	-do-	15. 8.33	12.10.34	21. 6.35	RCN QU'APPELLE (1944); sold German & Milne .../12/47, arrived Montreal .../48 for scrapping.
H.76	FURY	White (Cowes)	White (Cowes)	19. 5.33	10. 9.34	18. 5.35	Mined off Normandie beaches 21/6/44 & written-off as a constructive total loss, sold T W Ward .../44, arrived Briton Ferry 18/9/44 for scrapping.

Flotilla leader: GRENVILLE. “G” class: GALLANT, GARLAND, GIPSY, *GLOWWORM, GRAFTON, GRENADE, GREYHOUND, GRIFFIN.

As a result of ongoing weight and space-saving development this class was able to revert to the smaller dimensions of the “A”/“B” classes, but with a small increase in beam. The length did not permit separate boiler rooms so the earlier arrangement—of single and double boiler rooms—was adopted, with the smaller adjoining engine room to improve the sub-division of the hull. They were fitted with two A/S mortars, a rack for 20 depth charges, and TSDS; while the prototype quintuple torpedo tube was installed in the *Glowworm*.

The flotilla leader was of the enlarged type, but by adopting the side-fired boilers proposed by Yarrow some 13ft was saved in length, although the beam had to be increased. A Thornycroft boiler was installed in the *Grafton*, which was shorter and lighter than the Admiralty type. A tripod mainmast was stepped in all, including the leader. Seven similar vessels were built for



GRENVILLE: LEGEND PARTICULARS

Displacement: 1,465 tons (2,033 tons full load).
Dimensions: 319 (pp)/330 (oa) × 34½ × 19¾d/8¾ (12½ full load) feet.
Machinery: Three Yarrow 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 38,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 470 tons, 5,500/1,500nm @ 15/36k.
Armament: Five 4.7in (5×1), eight .5in AA (2×4), five .303in machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 175.

“G” CLASS: LEGEND PARTICULARS

Displacement: 1,350 tons (1,854 tons full load).
Dimensions: 312 (pp)/323 (oa) × 33 × 19¼d/8½ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 36,000 = 35½ (31½ full load) knots.
Bunkers & radius: O.F. 455 except * 450 tons, 5,500/1,250nm @ 15/35½k.
Armament: Four 4.7in (4×1), eight .5in AA (2×4), five .303in AA machine (5×1) guns; eight except * ten 21in (2×4/5) T.T.
Complement: 145.

the Argentinian Navy by J Brown, Cammell Laird, and Vickers-Armstrongs (Barrow).

The *Grenville* and *Gipsy* were such early war losses it was unlikely that any alterations were effected; while with the remainder a 12pdr AA gun replaced the aft bank of torpedo tubes, the aft funnel was shortened and the mainmast struck, and AW.286 RDF was added at the masthead. As four more were lost during 1940/41 only the *Garland* (loaned to the Polish Navy) and *Griffin* (transferred to the Royal Canadian Navy) were further modified. Both had Y gun removed to fit A/S mortars and stow additional depth charges, two 20mm AA (2×1) were added in the bridge wings, two more 20mm AA (2×1) replaced the multiple machine guns between the funnels, and a vertical HF/DF mast was added aft. Additionally in the *Griffin* A gun was replaced by an ahead throwing weapon (Hedgehog), the DCT and rangefinder were replaced by SW.271 RDF, another two 20mm AA (2×1) guns were added abreast the searchlight, and the 12pdr AA gun was removed for still more depth charge stowage and two more 20mm AA (2×1) guns.

Left, upper: The *Garland* wearing divisional leader’s and 1st Destroyer Flotilla bands. (Admiralty)

Left, lower: The *Ottawa* (ii) in 1943 modified for escort work with A/S spigot mortar in place of A gun, SW.273 RDF replacing the LA.DCT and rangefinder on the bridge, AW RDF fitted at the masthead, 20mm AA guns between the funnels and in lieu of the aft bank of T.T., a vertical HF/DF mast stepped aft, and Y gun removed for additional depth charge stowage. (RCN)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 5/3/34							
H.03	GRENVILLE (i)	Yarrow (Scotstoun)	Yarrow (Scotstoun)	29. 9.34	15. 8.35	1. 7.36	Mined 23 miles west of Kentish Knock 19/1/40.
H.59	GALLANT	Stephen (Linthouse)	Stephen (Linthouse)	15. 9.34	26. 9.35	25. 2.36	Mined 25 miles south-east of Pantellaria 10/1/41, bombed German aircraft Valetta & beached, expended as blockship St Paul’s Island .../9/43.
H.37	GARLAND	Fairfield (Govan)	Fairfield (Govan)	22. 8.34	24.10.35	3. 3.36	Polish Navy (name unchanged – 1939/47), RNethN MARNIX (1947); sold

H.63	GIPSY	-do-	-do-	4. 9.34	7.11.35	22. 2.36	Mined off Harwich 21/11/39.
H.92	GLOWWORM	Thornycroft (Wools-ton)	Thornycroft (Wools-ton)	15. 8.34	27. 7.35	22. 1.36	Gunfire German cruiser ADMIRAL HIPPER off Norway 8/4/40.
H.89	GRAFTON	-do-	-do-	30. 8.34	18. 9.35	20. 3.36	Torpedoed German submarine U.69 off Dunkerque 29/5/40 & gunfire destroyer IVANHOE.
H.86	GRENADE	Stephen (Linthouse)	Stephen (Linthouse)	3.10.34	12.11.35	28. 3.36	Bombed German aircraft off Dunkerque 29/5/40.
H.05	GREYHOUND	Vickers-Armstrongs (Barrow)	Parsons (Wallsend)	20. 9.34	15. 8.35	1. 2.36	Bombed German aircraft south of Morea 22/5/41.
H.31	GRIFFIN	-do-	-do-	20. 9.34	15. 8.35	6. 3.36	RCN OTTAWA (ii) (1943); sold International Iron & Metal 14/8/46, arrived Hamilton .././47 for scrapping.

Flotilla leader: HARDY. **“H” class:** HASTY, HAVOCK, HEReward, HERO, HOSTILE, HOTSPUR, HUNTER, HYPERION.

These vessels were repeats of the “G” class with further small reductions in displacement, and the flotilla leader—built to the enlarged design—had a tripod foremast in addition to the tripod mainmast stepped in all. The *Hero* and *Hotspur* were fitted as divisional leaders, and a Johnson boiler was installed in the aft boiler room of the *Hyperion*. The Brazilian, Greek, and Turkish navies placed orders for six, two, and four units respectively of this class (q.v.).

The shallow wells introduced to permit 40deg elevation for the 4.7in guns were dispensed with as a new central pivot mounting was available. A prototype twin 4.7in mounting was experimentally shipped in B position in the *Hereward* which resulted in the bridge design being modified. An angled front was added containing the wheelhouse, which was partially raised to have an unobstructed view over the twin mounting. This enabled the remainder of the bridge structure to be reduced 2ft in height, and a similar bridge was also installed in the *Hero*. After satisfactory trials the twin mounting was removed in 1937, and replaced by a standard single gun.

It was unlikely that the *Hardy* and *Hunter* were altered prior to their loss in 1940; but the remainder had the aft bank of torpedo tubes replaced by a 12pdr AA gun, the aft funnel shortened and the mainmast struck, two 20mm AA (2×1) guns were added in the bridge wings (not in the *Hostile* and

HARDY: LEGEND PARTICULARS

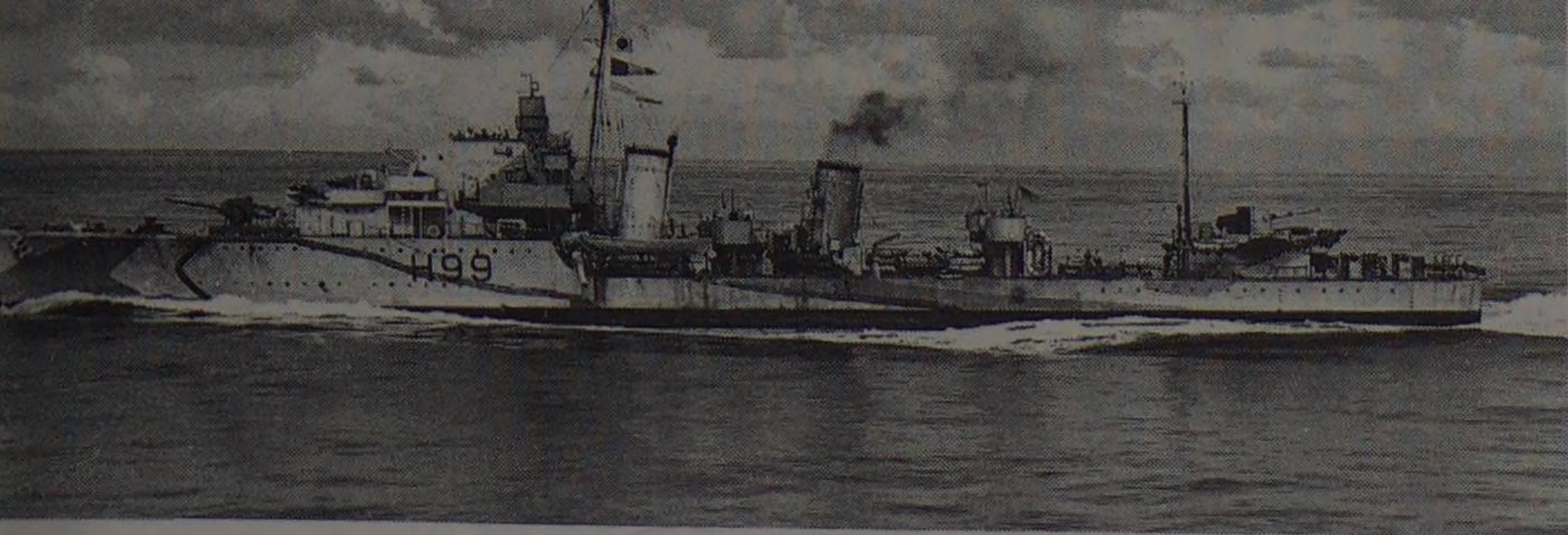
Displacement: 1,445 tons (1,953 tons full load).
Dimensions: 319 (pp)/330 (oa) × 34 × 19¾d/8¾ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 38,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 475 tons, 5,500/1,500nm @ 15/36k.
Armament: Five 4.7in (5×1), eight .5in AA (2×4), five .303in machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 175.

“H” CLASS: LEGEND PARTICULARS

Displacement: 1,340 tons (1,860 tons full load).
Dimensions: 312 (pp)/323 (oa) × 33 × 19¼d/8½ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 34,000 = 35½ (31½ full load) knots.
Bunkers & radius: O.F. 455 tons, 5,500/1,250nm 15/35½k.
Armament: Four 4.7in (4×1), eight .5in AA (2×4), five .303in AA machine (5×1) guns; eight 21in (2×4) T.T.
Complement: 145.

Below: The *Hotspur* as modified for escort work; and fitted with SW.273 RDF and its associated IFF on the bridge in place of the rangefinder, AW.286 RDF at the masthead, provision for six 20mm AA (6×1) guns, the aft bank of T.T. and Y gun removed for additional depth charge stowage, and an vertical HF/DF lattice mast stepped aft. (IWM)





Above: The *Chaudière* in 1944 modified for escort work with B gun replaced by an A/S spigot mortar and two 6pdr guns, the LA.DCT and rangefinder by SW.273 RDF and its associated IFF, AW.286 fitted at the masthead, provision for six 20mm AA (6×1) guns, the aft bank of T.T. and Y gun removed for additional depth charge stowage, and an HF/DF mast stepped aft . (RCN)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 12/12/34							
H.87	HARDY	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	30. 5.35	7. 4.36	11.12.36	Torpedoed German destroyers Z.2 & Z.11 Ofof Fjord & beached.
Ordered 13/12/34							
H.24	HASTY	Denny (Dumbarton)	Denny (Dumbarton)	15. 4.35	5. 5.36	11.11.36	Torpedoed German MTB S.55 Eastern Mediterranean 15/6/42 & torpedoed destroyer HOTSPUR.
H.43	HAVOCK	-do-	-do-	15. 5.35	7. 7.36	16. 1.37	Wrecked off Kelibia 6/4/42.
H.93	HEREWARD	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	28. 2.35	10. 3.36	21.10.36	Torpedoed Italian aircraft off Crete 29/5/41.
H.99	HERO	-do-	-do-	28. 2.35	10. 3.36	9.12.36	RCN CHAUDIÈRE (1943); sold Dominio Steel & Coal ..../50, arrived Sydney ..../50 for scrapping.
H.55	HOSTILE	Scotts (Greenock)	Scotts (Greenock)	27. 2.35	24. 1.36	10. 9.36	Mined off Cape Bon 23/8/40.
H.01	HOTSPUR	-do-	-do-	27. 2.35	23. 3.36	29.12.36	Dominican Navy TRUJILLO (1948), DEVARTE (1962); scrapped 1970s.
H.35	HUNTER	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	27. 3.35	25. 2.36	30. 9.36	Collision destroyer HOTSPUR Ofof Fjord 10/4/40 after gunfire German destroyers Z.2 & Z.11.
H.97	HYPERION	-do-	-do-	27. 3.35	8. 4.36	3.12.36	Mined off Pantellaria 22/12/40 & torpedoed destroyer JANUS.

Flotilla leader: INGLEFIELD. “I” class: ICARUS, ILEX, IMOGEN, IMPERIAL, IMPULSIVE, INTREPID, ISIS, IVANHOE.

These were repeats of the “G”/“H” classes, and while fitted with two A/S mortars, two racks for 16 depth charges, and TSDS, were adaptable for minelaying; and shipped quintuple torpedo tubes. All boilers were again in separate compartments; and the flotilla leader—built to the enlarged design—had tripod masts forward and aft, but only tripod mainmasts were stepped in the remainder. Angled bridge fronts were fitted to all except the flotilla leader, which oddly retained the earlier flat-faced bridge:

Reserve boiler power was amply demonstrated by special trials undertaken by the *Icarus* and *Imogen*, when one boiler was forced to 17,000 SHP; and design power was attained with only two boilers without undue difficulty. A La Mont forced circulation boiler was installed in the *Ilex*, which was marginally lighter and smaller—but less efficient—than the Admiralty boiler. With ten torpedo tubes, together with A/S and M/S gear, stability was less than in earlier classes; and the shallow boiler room and engine room casings were omitted to save weight. Instructions were given for all water ballast tanks to be filled when the displacement dropped below the half-oil condition.

The *Icarus*, *Impulsive*, *Intrepid*, and *Ivanhoe* were all converted to minelayers in 1939/40, and together with the *Esk* and *Express* laid a total of over 6,750 mines before they reverted back to destroyers. All shipped a 12pdr AA gun in lieu of the aft bank of torpedo tubes (already removed from the minelayers), had the aft funnel shortened (in some) and the mainmast struck, and AW.286 RDF was added at the masthead. The *Imogen* and *Ivanhoe*, lost in 1940, received little further alteration; and similarly with the *Ivanhoe* lost the following year. With the *Icarus* Y gun was removed to fit A/S mortars

Right: The *Intrepid* with early war modifications: note whaler stowed on fo’c’sle deck, and minelaying chutes at the stern. (IWM)

Hyperion), and—in some—two more 20mm AA (2×1) replaced the multiple machine guns between the funnels; while AW.286 RDF was added at the masthead.

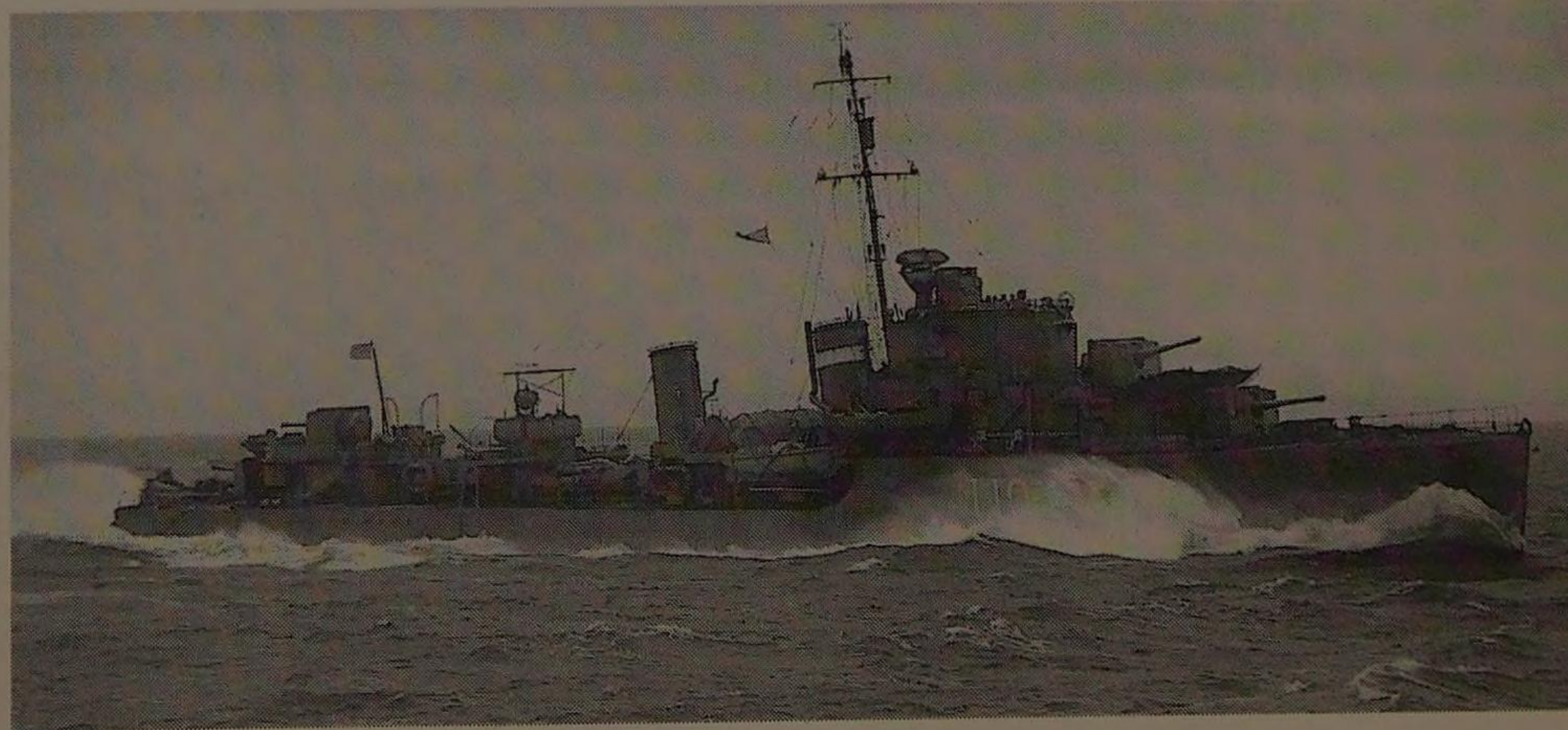
Only the *Hero* (transferred to the Royal Canadian Navy) and *Hotspur* were still afloat by 1943; and they had Y gun removed to fit A/S mortars and stow additional depth charges, A gun was replaced by an ahead throwing weapon (Hedgehog), the DCT and rangefinder by SW.271 RDF, another two 20mm AA (2×1) guns were added abreast the searchlight, and a vertical HF/DF mast was added aft which entailed the removal of the 12pdr AA gun. Later, A gun was replaced in the *Hotspur*, while the *Hero* shipped a twin 6pdr mounting and an ahead throwing weapon (Hedgehog) in lieu of B gun.

INGLEFIELD: LEGEND PARTICULARS

Displacement: 1,544 tons (2,081 tons full load).
Dimensions: 319 (pp)/330 (oa) × 34 × 19¾d/8¾ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 38,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 475 tons, 5,500/1,500nm @ 15/36k.
Armament: Five 4·7in (5×1), eight ·5in AA (2×4), four ·303in machine (4×1) guns; ten 21in (2×5) T.T.
Complement: 175.

“I” CLASS: LEGEND PARTICULARS

Displacement: 1,370 tons (1,888 tons full load).
Dimensions: 312 (pp)/323 (oa) × 33 × 19¼d/8½ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 34,000 = 35½ (31½ full load) knots.
Bunkers & radius: O.F. 455 tons, 5,500/1,250nm @ 15/35½k.
Armament: Four 4·7in (4×1), eight ·5in AA (2×4), four ·303in AA machine (4×1) guns; ten 21in (2×5) T.T.
Complement: 145.



and stow additional depth charges, two 20mm AA (2×1) guns were added in the bridge wings, two more 20mm AA (2×1) replaced the multiple machine guns between the funnels, A gun was replaced by an ahead throwing weapon (Hedgehog), another two 20mm AA (2×1) guns were added abreast the searchlight, and the 12pdr AA was removed to increase depth charge stowage. Later, A gun was re-shipped; while *Ilex*, *Impulsive*, *Intrepid*, and *Isis* were similarly altered, but were fitted with a twin 6pdr mounting and an ahead throwing weapon (Hedgehog) in lieu of B gun.

With the *Inglefield* the aft bank of torpedo tubes was later replaced, but the centre tube was removed from each, making them quadruple sets (this was also extended to the other units of the class which retained only the forward bank), the 4in AA gun was moved to the aft shelter deck (where it replaced X gun); while two more 20mm AA (2×1) guns were added at the fore end of the aft shelter deck, and another two 20mm AA (2×1) replaced the multiple machine guns.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 30/10/35							
D.02	INGLEFIELD	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	29. 4.36	15.10.36	25. 6.37	Bombed German aircraft off Anzio 25/2/44.
D.03	ICARUS	J Brown (Clydebank)	J Brown (Clydebank)	9. 3.36	26.11.36	1. 5.37	Sold West of Scotland Shipbreaking .../46, arrived Troon 29/10/46 for scrapping.
D.61	ILEX	-do-	-do-	16. 3.36	28. 1.37	7. 7.37	Sold Ugo Pace .../47, arrived Sicily .../47 for scrapping.
D.44	IMOGEN	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	18. 1.36	30.10.36	2. 6.37	Collision cruiser GLASGOW off Duncansby Head 16/7/40.
D.09	IMPERIAL	-do-	-do-	29. 1.36	11.12.36	30. 6.37	Bombed German aircraft north of Crete 29/5/41 & torpedoed destroyer HOTSPUR.
D.11	IMPULSIVE	White (Cowes)	White (Cowes)	9. 3. 36	1. 3.37	29. 1.38	Sold T Young .../45, arrived Sunderland 22/1/46 for scrapping.
D.10	INTREPID	-do-	-do-	6. 1.36	17.12.36	29. 7.37	Bombed German aircraft Leros 26/9/43 & foundered following day.
D.87	ISIS	Yarrow (Scotstoun)	Yarrow (Scotstoun)	5. 2.36	12.11.36	2. 6.37	Mined off Normandie beaches 20/7/44.
D.16	IVANHOE	-do-	-do-	12. 2.36	11. 2.37	24. 8.37	Mined off the Texel 1/9/40 & torpedoed destroyer KELVIN.

In the inter-war period the United Kingdom secured more foreign contracts than the rest of the world combined for destroyers to be built to domestic designs, and this was a fair attribute of the universal high regard for British destroyers.

Over this period seven vessels were delivered to Argentina (all U.K. built) while the project for a further five were cancelled, six were building for Brazil (all in the U.K.), six were completed for Chile (all U.K. built), two were completed for Greece (both U.K. built) and two more were building locally, eight were delivered to the Netherlands, two for Poland (both U.K. built), seven for Portugal (two U.K. built), four were building for Turkey (all in the U.K.), and one was completed for Yugoslavia (U.K. built) with another building locally: a total of 46 vessels, of which 30 were built in the U.K.

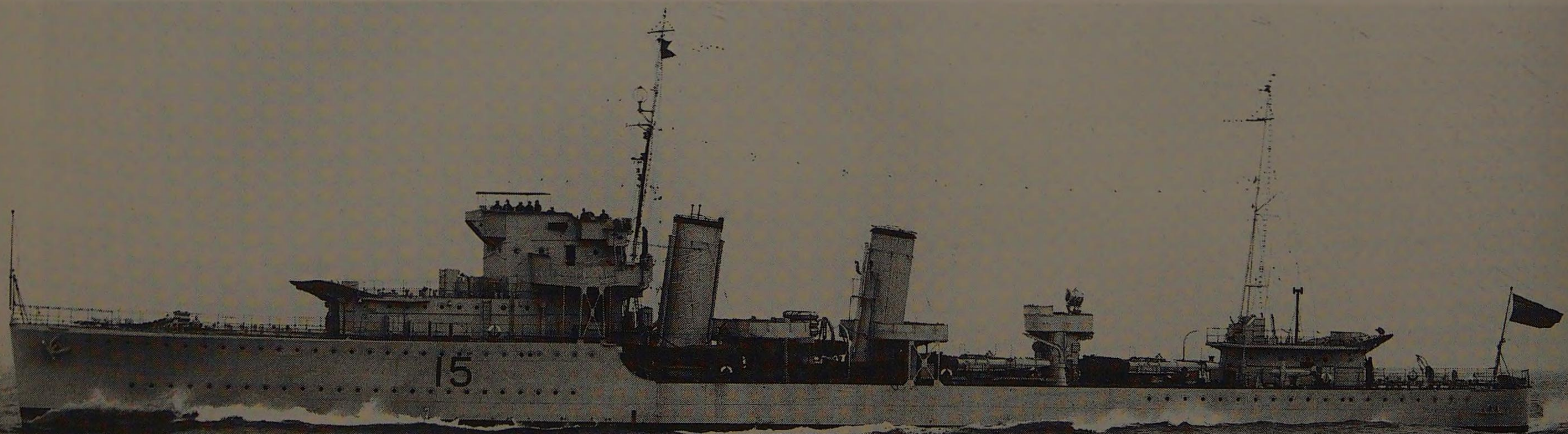
The Yugoslavian flotilla leader *Dubrovnik*, completed by Yarrow in 1932, was an outstanding vessel of 1,880 tons, made 37 knots with 42,000 SHP, and was armed with four 5.5in (4×1), two 3.4in AA (1×2), and six 40mm AA (2×2/2×1) guns, six 21in (2×3) T.T., and was fitted to carry 40 mines. A similar, but slightly enlarged version, was laid down in Yugoslavia in 1939. Another outstanding pair were the Polish *Blyskawica* and *Grom*, completed by White in 1937. On 2,144 tons they made 39 knots on 44,000 SHP, and

were armed with seven 4.7in (3×2/1×1) and four 47mm AA (2×2) guns, and six 21in (2×3) T.T. At the time of their construction they were the largest destroyers in the world excluding the French *contre-torpilleurs*.

The remainder were to standard Admiralty designs, suitably modified to meet national requirements; but Greece had armed their British-built pair—*Vasilevs Georgios I* and *Vasilissa Olga*—with four 5in (4×1) and four 37mm AA (4×1) guns; while all the remainder adopted the 4.7in gun.

At the outbreak of the Second World War ten foreign vessels were building in the U.K., six for Brazil and four for Turkey; and all of the former, and two of the latter, were requisitioned by the Royal Navy. The remaining Turkish pair were handed over in 1942, after their completion by Denny; and for their delivery voyage were commissioned as HM Ships, and allocated British pendant numbers. Following the acquisition of their vessels Brazil undertook the construction of six similar destroyers in local yards, and they were all laid down in 1940.

Below: The Greek destroyer *Vasilissa Olga* running trials without gun armament or fire control equipment. Later, 5in guns were shipped forward and aft, and 37mm AA guns amidships. (Yarrow)



Ex-Brazilian: HARVESTER, HAVANT, HAVELOCK, HESPERUS, HIGHLANDER, HURRICANE; **Ex-Turkish:** INCONSTANT, ITHURIEL.

These destroyers were generally similar to the “H” class, and the ex-Brazilian vessels—which were further advanced—were the first to enter service. They were completed without Y gun and TSDS; and shipped eight A/S mortars and three racks for 110 depth charges, had shorter funnels, and the range-finder was incorporated with the DCT. For bombardment purposes a French mortar battery was temporarily mounted on the fo’c’sle of the *Havelock* in mid-1940.

Except for the *Harvester*, lost in 1940, the remainder later had the aft bank of torpedo tubes replaced by a 12pdr AA gun, the mainmast was struck, AW.286 RDF was fitted at the masthead, and two 20mm AA (2×1) guns were added in the bridge wings. Subsequently, the multiple machine guns between the funnels were replaced by two more 20mm AA (2×1) guns, A gun was replaced by an ahead throwing weapon (Hedgehog), the DCT on the bridge was replaced by SW.271 RDF, the 12pdr AA gun was removed for additional depth charge stowage, and a vertical HF/DF mast was stepped aft.

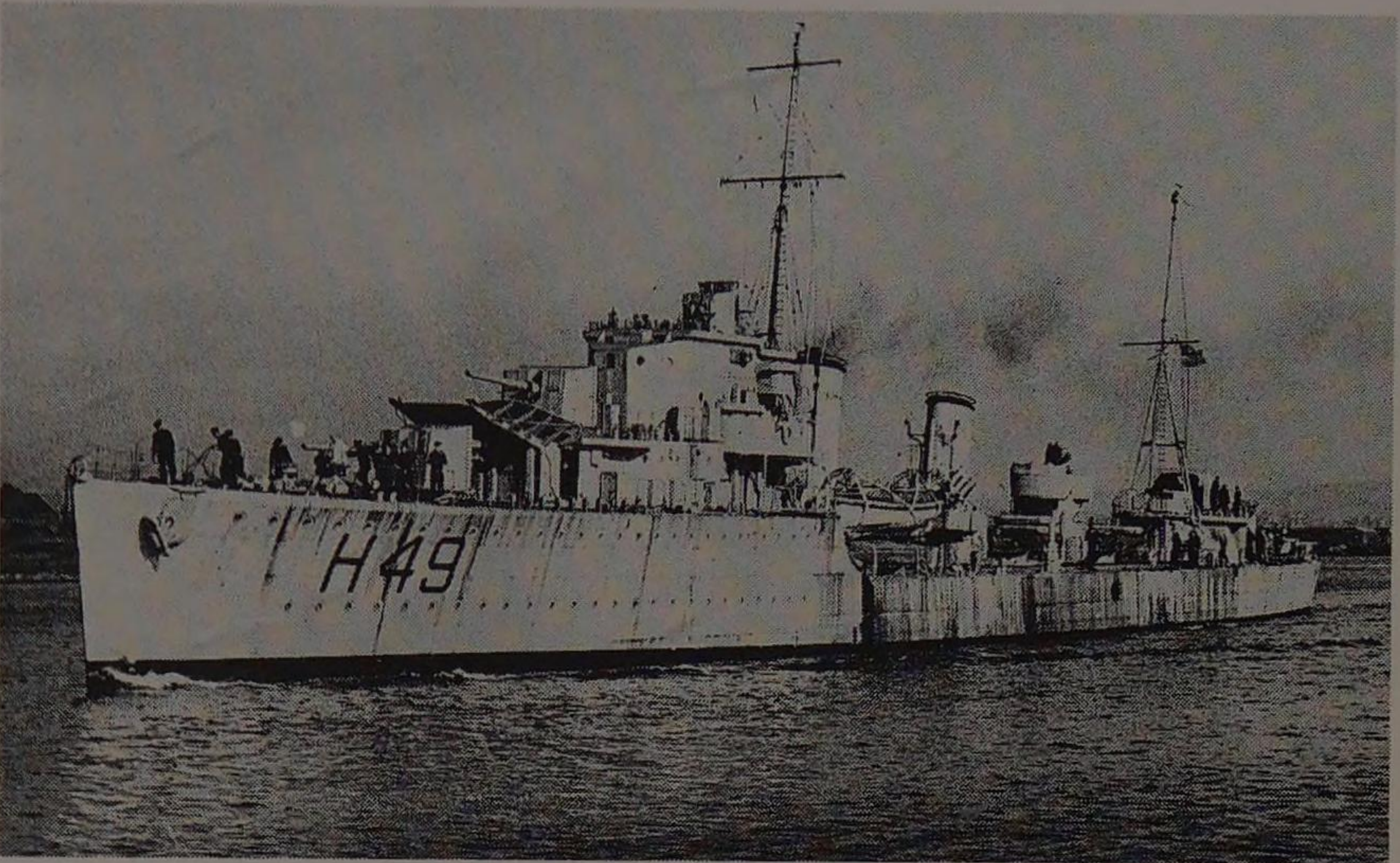
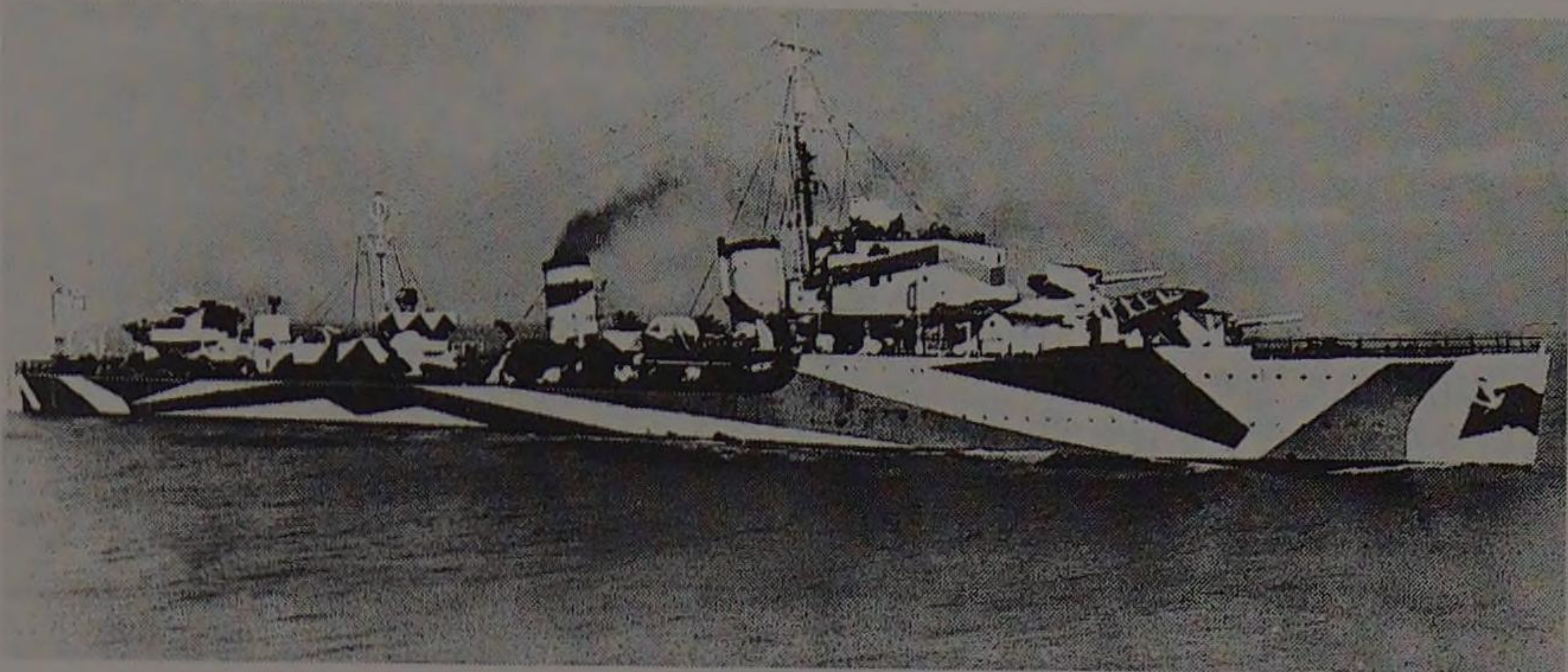
The ex-Turkish vessels did not enter service until early in 1942, and were completed with a 12pdr AA gun in place of the aft bank of torpedo tubes, a short aft funnel, and no mainmast. They carried AW.286 RDF at the mast-head, and mounted four 20mm AA (4×1) guns in the bridge wings and between the funnels. The *Ithuriel* was a constructive total loss after being

EX-BRAZILIAN: LEGEND PARTICULARS

Displacement: 1,350 tons (1,860 tons full load).
Dimensions: 312 (pp)/323 (oa) × 33 × 19¼d/8½ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 34,000 = 35½ (31½ full load) knots.
Bunkers & radius: O.F. 455 tons, 5,500/1,250nm @ 15/35½k.
Armament: Three 4.7in (3×1), eight .5in AA (2×4) guns; eight 21in (2×4) T.T.
Complement: 152.

EX-TURKISH: LEGEND PARTICULARS

Displacement: 1,360 tons (1,880 tons full load).
Dimensions: 312 (pp)/323 (oa) × 33 × 19¼d/8½ (12½ full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 34,000 = 35½ (31½ full load) knots.
Bunkers & radius: O.F. 455 tons, 5,500/1,250nm @ 15/35½k.
Armament: Four 4.7in (4×1), one 12pdr AA, four 20mm (4×1) guns; four 21in (1×4) T.T.
Complement: 145.



Above: The *Hesperus* (top) and the *Inconstant* (above) as completed with short aft funnel, and early war modifications incorporated; but both still had two multiple .5in AA machine gun mountings between the funnels. (IWM/Vickers)

bombed by German aircraft at Bône, and her armament was removed in December 1941 to form a coastal battery at Cap de Garde to counter enemy minelaying in the approaches to Bône. Early in 1944 the hull was patched at Malta, and was then laid-up at Gibraltar until it could be towed to the U.K. in the following year for scrapping.

The *Inconstant* was later modified for escort work when Y gun was removed to fit A/S mortars and stow additional depth charges, two 20mm AA (2×1) guns were added abreast the searchlight, the 12pdr AA was removed further to increase depth charge stowage, the DCT and rangefinder on the bridge was replaced by SW.273 RDF, and a vertical HF/DF mast was stepped aft.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Requisitioned 5/9/39							
H.19	HANDY ex- <i>Jurua</i>	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	3. 6.38	29. 9.39	23. 5.40	HARVESTER (1940); torpedoed German submarine U.432 North Atlantic 11/3/43.
H.06	HURRICANE ex- <i>Japarua</i>	-do-	-do-	3. 6.38	29. 9.39	21. 6.40	Torpedoed German submarine U.415 north of Azores 24/12/43 & torpedoed destroyer WATCHMAN following day.
H.32	HAVANT ex- <i>Javary</i>	White (Cowes)	White (Cowes)	30. 3.38	17. 7.39	19.12.39	Bombed German aircraft Dunkerque 1/6/40 & gunfire minesweeper SALTASH.
H.38	HAVELOCK ex- <i>Jutahy</i>	-do-	-do-	31. 5.38	16.10.39	10. 2.40	Sold T W Ward 31/10/46, arrived Inverkeithing 31/10/46 for scrapping.
H.57	HEARTY ex- <i>Juruena</i>	Thornycroft (Woolston)	Thornycroft (Woolston)	6. 7.38	1. 8.39	22. 1.40	HESPERUS (1940); sold G & W Brunton 17/5/47, arrived Grangemouth 17/5/47 for scrapping.
H.44	HIGHLANDER ex- <i>Jaguaribe</i>	-do-	-do-	28. 9.38	16.10.39	18. 3.40	Sold Metal Industries 27/5/46, arrived Rosyth 17/5/47 for scrapping.
Acquired 14/11/41							
H.49	INCONSTANT ex- <i>Muavenet</i>	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	24. 5.39	24. 2.41	24. 1.42	Retroceded Turkish Navy MUAVENET (1946); scrapped 1960.
H.05	ITHURIEL ex- <i>Gayret</i>	-do-	-do-	24. 5.39	15.12.40	3. 3.42	Bombed German aircraft Bône 28/11/42 & beached following day, written-off as a constructive total loss 27/2/43, training hulk (1943), sold P & W MacLellan 17/5/45, arrived Bo'ness 13/8/45 for scrapping.

“Tribal” class: (British group) *AFRIDI, ASHANTI, BEDOUIN, *COSSACK, ESKIMO, GURKHA, MAORI, MASHONA, MOHAWK, NUBIAN, PUNJABI, SIKH, *SOMALI, *TARTAR, ZULU; (Australian group) ARUNTA, BATAAN, WARRAMUNGA, four unnamed; (Canadian group) ATHABASKAN (i), CAYUGA, HAIDA, HURON, IROQUOIS, MICMAC, NOOKTA, ATHABASKAN (ii).

The large destroyers being built abroad finally induced the Admiralty to counter them with similar vessels which could lend gun support to the existing British flotillas, and contemporary foreign construction comprised:—

German type 1934 (16 units) of 2,170/2,270 tons, which made 38 knots with 70,000 SHP; and were armed with five 5in (5×1) and four 37mm AA (4×1) guns, eight 21in (2×4) T.T., and were fitted to carry 40 mines. At the time their actual size was unsuspected, and they were thought to be vessels of 1,625 tons with 50,000 SHP; and a feature of their design were the high pressure Wagner (1,028lb/in²) or Benson (1,616lb/in²) boilers installed.

Japanese “Arashio” class (10 units) of 1,961 tons, which made 35 knots with 50,000 SHP; and were armed with six 5in DP (3×2) and four 25mm (2×2) guns, and eight 24in (2×4) T.T.

American “Somers” class (5 units) of 1,850 tons, which made 35 knots with 52,000 SHP; and were armed with eight 5in DP (4×2) guns and nine/twelve 21in (3×3/4) T.T.

Within the tonnage limitation of 1,850 tons it was intended to arm the British vessels with ten 4·7in guns in twin mountings, a torpedo armament for close quarters situations at night or in restricted visibility, and a more substantial light AA armament; and provide speed and endurance equal to the earlier classes. In drafting the design it was stated that for flotilla vessels there was a more urgent requirement for a long-range fire control system—enabling the main armament to be made dual-purpose—than a close range AA armament. This appreciation was amply confirmed in the ensuing Second World War, but unfortunately was not implemented.

Provisional sketches were prepared for ten 4·7in guns in power-operated mountings, and a speed of 35/35½ knots; or an alternative was to suppress Q turret with the addition of a multiple 2pdr AA (1×4) mounting—or two multiple ·5in AA (2×4) machine guns—and two multiple ·5in AA (2×4) machine guns amidships, which permitted some reduction in size, and an increase in speed to 36/37 knots. Opinion was divided in provisionally approving the 10-gun design, and a later reaction was in favour of replacing Q turret with a multiple 2pdr AA (1×8 or 2×4) mounting. A marked increase in the weight of equipment, however, resulted in only one multiple 2pdr AA (1×4) mounting being shipped, so it was moved to the fore end of the aft shelter deck where it had better arcs of fire, and two multiple machine guns were placed between the funnels where they had better arcs than a centreline mounting by virtue of being sided. Open and hand-worked twin mountings were now provided for the 4·7in guns, but power operation was provided for the quadruple bank of torpedo tubes; and two racks were provided for 20 depth charges.

The stem was given a sharper rake than originally envisaged, which resulted in a drier foredeck, and slightly increased the length. Each boiler was arranged in a separate compartment, and the engine room was also subdivided at its aft end to form isolated turbine and gearing rooms. In appearance, there was no confusing the class with earlier destroyers as the fo’c’sle and shelter decks were longer, the aft funnel was thinner, they were rigged with tripod masts fore and aft, and the deeper hull provided more freeboard.

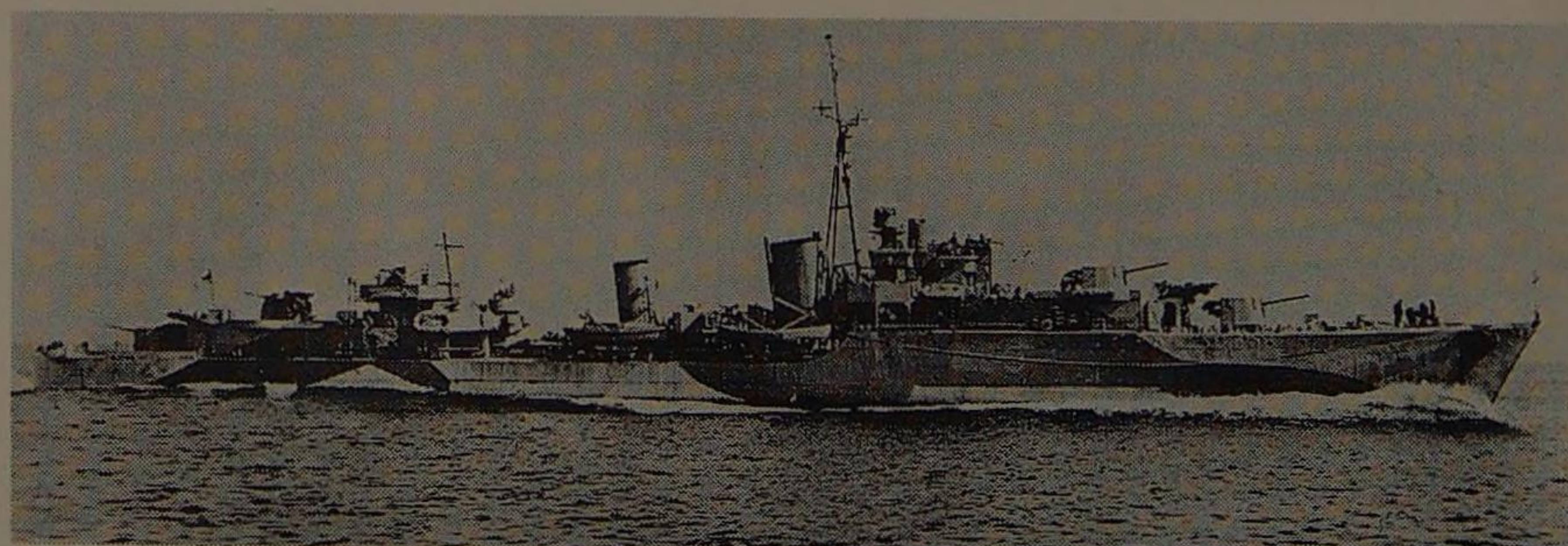
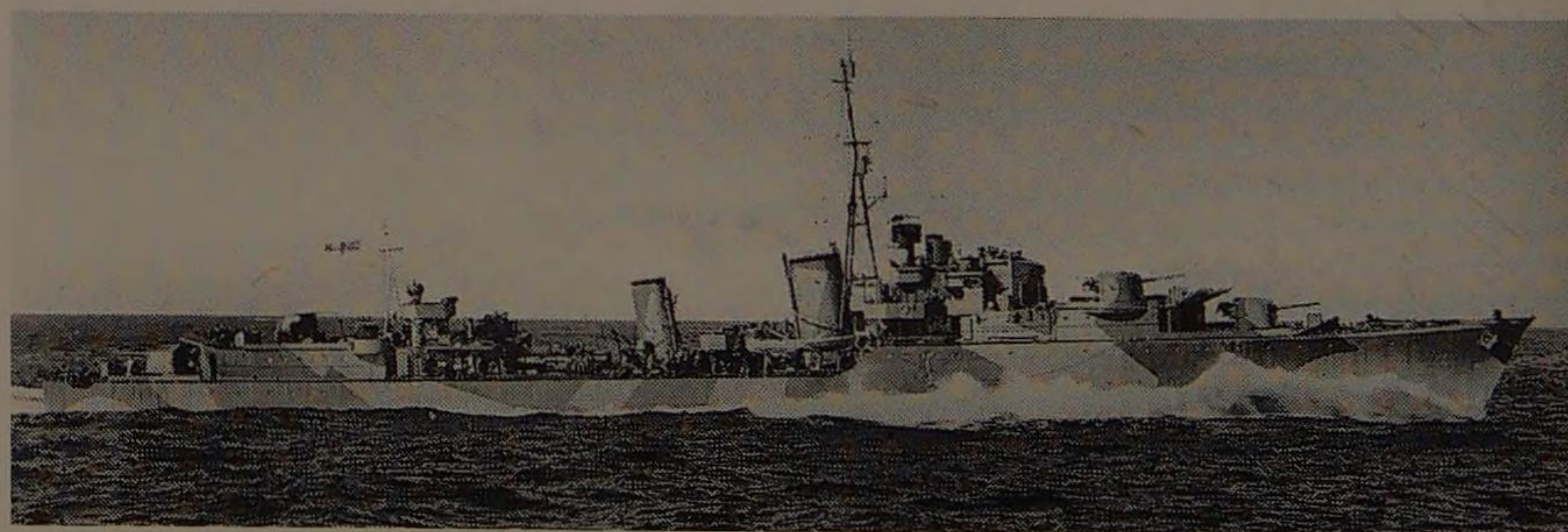
Right, top: The *Zulu* with early war modifications which included adding an HA.DCT fitted with AR.285 RDF on the bridge, and two 20mm AA guns in the bridge wings; the aft funnel was shortened, and X mounting was replaced with twin 4in AA guns. She is wearing a Home Fleet divisional leader’s band on the fore funnel, and the 19th Destroyer Flotilla’s band on the aft funnel. (IWM)

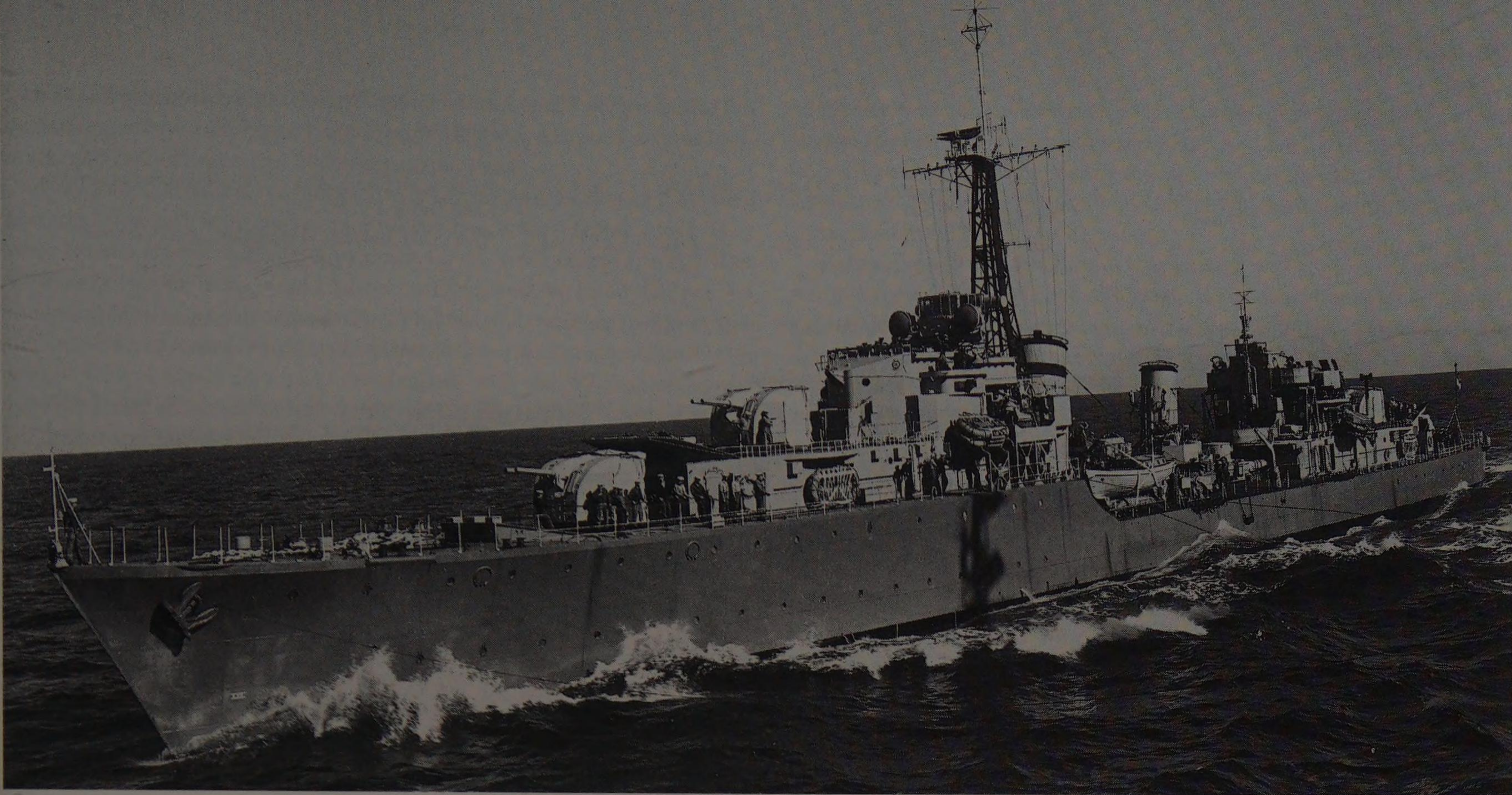
Right, centre: Early war modifications incorporated on the *Arunta* and the *Iroquois* (right, bottom) were similar to their Royal Navy counterparts. (IWM)

The initial British order for seven vessels was followed by a repeat order for nine, and both the Royal Australian Navy and the Royal Canadian Navy stated their intention to each order a flotilla of seven vessels. Their initial orders were for three (all built in Australia) and four (all built in the U.K.) vessels respectively; and while the second Australian order for four vessels was cancelled, the second Canadian order for three was increased to four (all built in Canada) in order to replace one vessel of the first group which had become a war loss.

Initial war modifications to augment AA fire power comprised replacing X mounting by a twin 4in AA mounting controlled by an HA.DCT fitted with type AR.285 RDF which had replaced the rangefinder on the bridge, the aft funnel was shortened and the tripod mainmast was struck to improve the sky arcs of the AA mounting, two 20mm or 2pdr AA (2×1) guns were added in the bridge wings, and AW.286 RDF was fitted at the masthead. Later, two more 20mm AA (2×1) replaced the multiple machine guns between the funnels, another two 20mm AA (2×1) were added at the fore end of the aft shelter deck, a lattice replaced the tripod foremast, GW.291 replaced AW.286 and TI.293 RDF was added, and a short vertical HF/DF mast was stepped aft. Finally, twin 20mm AA mountings replaced the single guns in the bridge wings and at the fore end of the aft shelter deck.

The initial modifications were incorporated in the Australian and Canadian vessels while they were building, together with the general addition of six 20mm AA (6×1) guns in the bridge wings, between the funnels, and on the aft shelter deck. In the Canadian vessels the position of the multiple 2pdr AA mounting and the searchlight were transposed, and the former was mounted on a raised platform; a combined Mk. III(W) HA/LA.DCT with AR.285.RDF was fitted, and SW.271 was added at the fore end of the aft shelter deck. Soon after twin 20mm AA mountings replaced the single guns, and a lattice the tripod foremast. The Canadian-built vessels were completed with lattice masts, and an HA/LA.DCT. The first pair—the *Micmac* and *Nookta*—were similarly armed to the earlier units except that the latter had two twin 40mm AA in lieu of the multiple 2pdr mounting, each controlled by





“TRIBAL” CLASS: LEGEND PARTICULARS

Displacement: 1,960 tons (2,520 tons full load).
Dimensions: 355½ (pp)/377 (oa) × 36½ × 21¼d/9 (13 full load) feet.
Machinery: Three Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 44,000 = 36 (32½ full load) knots.
Armament: Eight 4.7in (4×2), four 2pdr AA (1×4), eight .5in AA machine (2×4) guns; four 21in (1×4) T.T.
Complement: 190 except * 219 (fitted as flotilla leaders).

Above: The *Cayuga* was completed with an all-AA armament controlled by a Mk. VI HA/LA.DCT on the bridge, and two STD aft. She was rigged with a lattice foremast carrying the SW.RDF and HF/DF, with the AW.RDF on a short pole mast aft. (RCN)

a tachymetric director. The last pair—the *Cayuga* and *Athabaskan* (ii)—were armed with eight 4in AA (4×2), four 40mm AA (1×2/2×1), and four 20mm AA (2×2) guns; but shipped a Mk. VI HA.DCT fitted with GR.275 RDF. As the Royal Australian Navy’s *Kurnai* was renamed *Bataan*, hers was the only non-tribal name.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 10/3/36							
F.07	AFRIDI	Vickers-Armstrongs (Walker)	Vickers-Armstrongs (Walker)	9. 6.36	8. 6.37	3. 5.38	Bombed German aircraft off Namsos 3/5/40.
F.03	COSSACK (i)	-do-	-do-	9. 6.36	8. 6.37	7. 6.38	Torpedoed German submarine U.563 North Atlantic 23/10/41 & foundered west of Gibraltar four days later.
F.20	GURKHA (i)	Fairfield (Govan)	Fairfield (Govan)	6. 7.36	7. 7.37	21.10.38	Bombed German aircraft west of Stavanger 9/4/40.
F.24	MAORI	-do-	-do-	6. 7.36	2. 9.37	2. 1.39	Bombed German aircraft Valletta 12/2/42, fore part salvaged & scuttled off Valletta 15/7/45, and aft part salvaged & scuttled off Valletta .././45.
F.31	MOHAWK	Thornycroft (Woolston)	Thornycroft (Woolston)	16. 7.36	5.10.37	7. 9.38	Torpedoed Italian destroyer TARIGO off Cape Bon 16/4/41 & gunfire destroyer JANUS.
F.36	NUBIAN	-do-	-do-	10. 8.36	21.12.37	6.12.38	Sold T W Ward .././45, arrived Briton Ferry 25/6/49 for scrapping.
F.18	ZULU	Stephen (Linthouse)	Stephen (Linthouse)	10. 8.36	23. 9.37	7. 9.38	Bombed German aircraft off Tobruk 14/9/42 & foundered in tow.
Ordered 19/6/36							
F.51	ASHANTI	Denny (Dumbarton)	Denny (Dumbarton)	23.11.36	5.11.37	21.12.38	Sold West of Scotland Shipbreaking .././49, arrived Troon 12/4/49 for scrapping.
F.67	BEDOUI	-do-	-do-	13. 1.37	21.12.37	15. 3.39	Gunfire Italian cruisers MONTECUCOLI & SAVOIA south of Pantellaria 15/6/42, and torpedoed Italian aircraft while in tow.
F.75	ESKIMO	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	5. 8.36	3. 9.37	30.12.38	Sold West of Scotland Shipbreaking .././49, arrived Troon 27/6/49 for scrapping.
F.59	MASHONA	-do-	-do-	5. 8.36	3. 9.37	28. 3.39	Bombed German aircraft south-west of Ireland 28/5/41.
F.26	MATABELE	Scotts (Greenock)	Scotts (Greenock)	1.10.36	6.10.37	25. 1.39	Torpedoed German submarine U.454 Barents Sea 17/1/42.
F.21	PUNJABI	-do-	-do-	1.10.36	18.12.37	29. 3.39	Collision battleship KING GEORGE V off east coast of Iceland 1/5/42.
F.82	SIKH	Stephen (Linthouse)	Stephen (Linthouse)	24. 9.36	17.12.37	12.10.38	Gunfire German shore batteries Tobruk 14/9/42.
F.33	SOMALI	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	26. 8.36	24. 8.37	12.12.38	Torpedoed German submarine U.703 south of Iceland 20/9/42 & foundered in tow four days later.

F.43	TARTAR	-do-	-do-	26. 8.36	21.10.37	10. 3.39	Sold J Cashmore .././48, arrived Newport 22/12/48 for scrapping.
Ordered 24/1/39							
I.30	ARUNTA	Cockatoo Dockyard (Sydney)	Cockatoo Dockyard (Sydney)	15.11.39	30.11.40	30. 4.42	RAN; sold China Steel .././68, foundered in tow en route Taipei 13/2/69.
I.41	WARRAMUNGA	-do-	-do-	10. 2.40	7. 2.42	23.11.42	RAN; sold Japanese shipbreaker .././63, arrived ..... .././63 for scrapping.
Ordered 20/12/39							
I.91	KURNAI	Cockatoo Dockyard (Sydney)	Cockatoo Dockyard (Sydney)	30.11.40	15. 1.44	25. 5.45	RAN, BATAAN (1944); sold Japanese shipbreaker .././58, arrived for scrapping.
Ordered 5/4/40							
G.89	IROQUOIS ex-Athabaskan	Vickers-Armstrongs (Walker)	Vickers-Armstrongs (Walker)	19. 9.40	23. 9.41	10.12.42	RCN; sold Spanish shipbreaker .././66, arrived Bilbao ../9/66 for scrapping.
G.07	ATHABASKAN (i) ex-Iroquois	-do-	-do-	31.10.40	31.10.40	15. 2.43	RCN; torpedoed German torpedo boat T.24 north of Ile de Bas 29/4/44.
G.24	HURON	-do-	-do-	15. 7.41	25. 6.42	28. 7.43	RCN; sold Italian shipbreaker 28/6/65, arrived La Spezia 20/8/65 for scrapping.
G.63	HAIDA	-do-	-do-	29. 9.41	25. 8.42	18. 9.43	RCN; hulked as museum ship Toronto (1964).
Ordered ../4/41							
R.10	MICMAC	Halifax Shipyards	Halifax Shipyards	20. 5.42	18. 9.43	14. 9.45	RCN; sold Shipbreaking Industries .././64, arrived Faslane 6/10/64 for scrapping.
R.96	NOOKTA (ii)	-do-	-do-	20. 5.42	26. 4.44	9. 8.46	RCN; sold Shipbreaking Industries .././64, arrived Faslane 6/10/44 for scrapping.
Ordered ../4/42							
R.04	CAYUGA	Halifax Shipyards	Halifax Shipyards	7.10.43	28. 7.45	20.10.47	RCN; sold Shipbreaking Industries .././64, arrived Faslane 6/10/64 for scrapping.
R.79	ATHABASKAN (ii)	-do-	-do-	15. 5.44	4. 5.46	12. 1.48	RCN; sold Italian shipbreaker .././69, arrived La Spezia ../7/69 for scrapping.

Flotilla leader: *JERVIS. “J” class: JACKAL, JAGUAR, JANUS, JAVELIN, JERSEY, JUBILANT, JUNO, JUPI-TER.

The primary intention of this class was to revert to a smaller design which was more suitable for fleet work than the larger “Tribal” class, but thereafter there was such a welter of conflicting opinion that the final design appeared more to represent what was not wanted.

The question of a dual-purpose 4·7in gun was again raised, but impracticability—which the Americans and Japanese had surmounted—was allowed to outweigh necessity, and elevation remained limited to 40deg. Although it was stated that twin 4·7in mountings were in short supply, and would not be available, they were nevertheless selected. Installed power was increased more to provide extra bottom weight, and lower the centre of gravity (CG), than for extra speed; but steam was to be supplied by only two boilers. While the weight and space saving incurred with two boilers was considerable, the professional aversion to this arrangement secured its adoption.

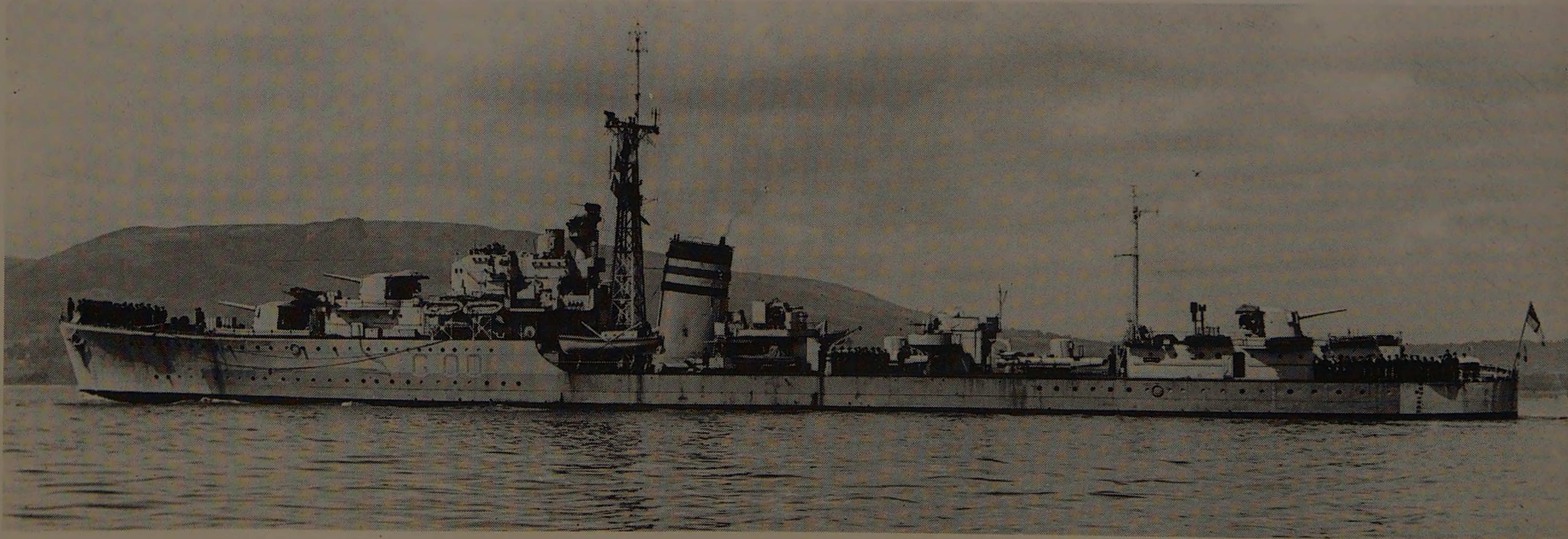
Below: The *Jervis* with late war modifications, and re-rigged with lattice foremast. Note that the aft bank of T.T. has been replaced. (IWM)

“J” CLASS: LEGEND PARTICULARS

- Displacement:** 1,690 tons (2,330 tons full load).
- Dimensions:** 339½ (pp)/356½ (oa) × 35¾ × 20½d/9 (12½ full load) feet.
- Machinery:** Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
- Bunkers & radius:** O.F. 484 tons, 5,500/3,700/1,050nm @ 15/20/32k.
- Armament:** Six 4·7in (3×2), four 2pdr AA (1×4), eight ·5in AA (2×4), four ·303in AA machine (4×1) guns; ten 21in (2×5) T.T.
- Complement:** 183 except * 218.

The final result was a destroyer only a little inferior to the “Tribal” class—the deficiency of one twin gun mounting being offset by a second bank of torpedo tubes—and yet cost more. Inasmuch as the heavier torpedo arma-ment certainly made them more suitable for fleet work the original intention had been met; but while they were about 20ft shorter than the “Tribal” class, they made up in complexity and cost what they lacked in length.

Having advanced a destroyer design that appeared to be in direct contra-diction to requirements, under the stimulus of the worsening political situa-tion they paradoxically emerged as fully combatant ships which won general approval; and in mitigation against their size was the powerful armament



carried. Despite provisions to ship single guns in A and B positions, the full design armament was shipped; but X mounting was designed to house forward, and had a blind arc of 20deg across the stern.

Longitudinal framing was adopted to facilitate construction, and the stem was modified with less rake but more sheer than in the “Tribal” class. They were fitted with two A/S mortars, a rack for 20 depth charges, and TSDS. With only two boilers a single funnel sufficed, and the multiple 2pdr AA mounting (1×4) was shipped aft of it with wide and clear arcs astern, while the forward arcs were covered by the multiple .5in machine guns in the bridge wings. Only a tripod foremast was stepped, with the W/T aerials spread between it and the searchlight platform; and LA and HA.DCTs were mounted on the bridge. On average they proved some 70 tons overweight; but with hostilities imminent more attention was paid to putting them into service rapidly, and fitting them out for war.

The policy started with the “Tribal” class—and dictated by cost—of reducing the flotilla to eight vessels, with the leader of the same design as the

remainder, was continued with this and all subsequent classes for the same reason; and resulted in the ninth vessel—the *Jubilant*—being cancelled. The leader, however, could be readily distinguished as the after deckhouse was lengthened to provide extra accommodation; and there was insufficient space at the stern to fit TSDS.

Between 1940 and 1941 the AA armament was augmented when a 4in AA gun replaced the aft bank of torpedo tubes, two 20mm AA (2×1) guns were added abreast the searchlight, two more 20mm AA (2×1) replaced the multiple machine guns in the bridge wings; and AW.286M RDF was added at the masthead, and AR.285 was fitted to the HA.DCT. After 1942 the surviving units had the aft bank of torpedo tubes replaced, and the 4in AA gun removed; and twin 20mm AA mountings replaced the single guns in the bridge wings. The *Jervis* and *Javelin* subsequently stepped lattice masts, and while the former had SW.271 RDF fitted amidships in lieu of the searchlight, the latter had SW.272 RDF fitted on the mast, type AW.286 was replaced by GW.293, and a vertical HF/DF mast was stepped aft.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 25/3/37							
F.00	JERVIS	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	26. 8.37	9. 9.38	12. 5.39	Sold West of Scotland Shipbreaking ..../48, arrived Troon 3/1/49 for scrapping.
F.22	JACKAL	J Brown (Clydebank)	J Brown (Clydebank)	24. 9.37	25.10.38	31. 3.39	Bombed German aircraft 90 miles north-west of Mersa Matruh 11/5/42 & torpedoed JERVIS following day.
F.34	JAGUAR	Denny (Dumbarton)	Denny (Dumbarton)	25.11.37	22.11.38	12. 9.39	Torpedoed German submarine U.652 north-east of Sollum 26/3/42.
F.46	JAMAICA (i)	Fairfield (Govan)	Fairfield (Govan)	5.10.37	8.12.38	25. 8.39	JUNO (1938); bombed German aircraft south of Crete 21/5/41.
F.53	JANUS	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	29. 9.37	10.11.38	5. 8.39	Torpedoed German aircraft off Anzio 23/1/44.
F.61	JAVELIN ex-Kashmir	J Brown (Clydebank)	J Brown (Clydebank)	11.10.37	21.12.38	10. 6.39	Sold West of Scotland Shipbreaking 11/6/49, arrived Troon ../11/49 for scrapping.
F.72	JERSEY	White (Cowes)	White (Cowes)	20. 9.37	26. 9.38	28. 4.39	Mined off Valletta 2/5/41 & broke in two two days later.
F.84	JUPITER	Yarrow (Scotstoun)	Yarrow (Scotstoun)	28. 9.37	27.10.38	25. 6.39	Torpedoed IJN destroyers Java Sea 27/2/42 & foundered following day.
F....	JUBILANT	.....	.....	.....	.....	.....	Cancelled ../12/36.

Flotilla leader: *KELLY. “K” class: KANDAHAR, KASHMIR, KELVIN, KHARTOUM, KIMBERLEY, KINGSTON, KIPLING.

These were repeats of the “J” class except that TSDS was not fitted, and similar war modifications were carried out. The *Kelvin* and *Kimberley* were later rigged with lattice masts; and the former had SW.271 RDF in place of the searchlight, while the latter had type SW.276 on the mast, and AW.286 was replaced by GW.293.

“K” CLASS: LEGEND PARTICULARS

Displacement: 1,690 tons (2,330 tons full load).
Dimensions: 339½ (pp)/356½ (oa) × 35¾ × 20½d/9 (12½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 484 tons, 5,500/3,700/1,050nm @ 15/20/32k.
Armament: Six 4.7in (3×2), four 2pdr AA (1×4), eight .5in AA (2×4), four .303in AA machine (4×1) guns; ten 21in (2×5) T.T.
Complement: 183 except * 218.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
F.01	KELLY	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	26. 8.37	25.10.38	23. 8.39	Bombed German aircraft south of Crete 23/5/41.
F.28	KANDAHAR	Denny (Dumbarton)	Denny (Dumbarton)	18. 1.38	21. 3.39	10.10.39	Mined off Tripoli 19/12/41 & gunfire destroyer JAGUAR following day.
F.12	KASHMIR ex-Javelin	Thornycroft (Wools-ton)	Thornycroft (Wools-ton)	18.11.37	4. 4.39	26.10.39	Bombed German aircraft south of Crete 23/5/41.
F.37	KELVIN	Fairfield (Govan)	Fairfield (Govan)	5.10.37	19. 1.39	27.11.39	Sold West of Scotland Shipbreaking ..../49, arrived Troon 6/4/49 for scrapping.
F.45	KHARTOUM	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	27.10.37	6. 2.39	6.11.39	Internal explosion off Perim 23/6/40 & beached.
F.50	KIMBERLEY (i)	Thornycroft (Wools-ton)	Thornycroft (Wools-ton)	17. 1.38	1. 6.39	21. 2.40	Sold West of Scotland Shipbreaking 30/3/49, arrived Troon ../6/49 for scrapping.
F.64	KINGSTON	White (Cowes)	White (Cowes)	6.10.37	9. 1 39	14. 9.39	Bombed German aircraft Valletta 11/4/42 & written-off as constructive total loss, wreck expended as blockship between Malta/St Paul’s Island.
F.91	KIPLING	Yarrow (Scotstoun)	Yarrow (Scotstoun)	26.10.37	19. 1.39	22.12.39	Bombed German aircraft 90 miles north-west of Mersa Matruh 11/5/42.



Flotilla leader: †LAFOREY. **“L” class:** *LANCE, *LARNE, *LEGION, LIGHTNING, *LIVELY, LOOK-OUT, LOYAL.

This design was prompted by the desire for higher speed to counter the rising speed of battleships, as the 10-knot margin which had existed earlier had now been halved; added to which destroyers were more subject to loss of speed in adverse weather conditions than major surface units. Four sketch designs were proposed, viz:—

- (a) 1,650 tons, SHP 44,000 = 36 (32 full load) knots;
- (b) 2,500 tons, SHP 70,000 = 40 (35½ full load) knots;
- (c) 2,745 tons, SHP 72,000 = 40 (35 full load) knots; and
- (d) 3,205 tons, SHP 90,000 = 42 (36½ full load) knots,

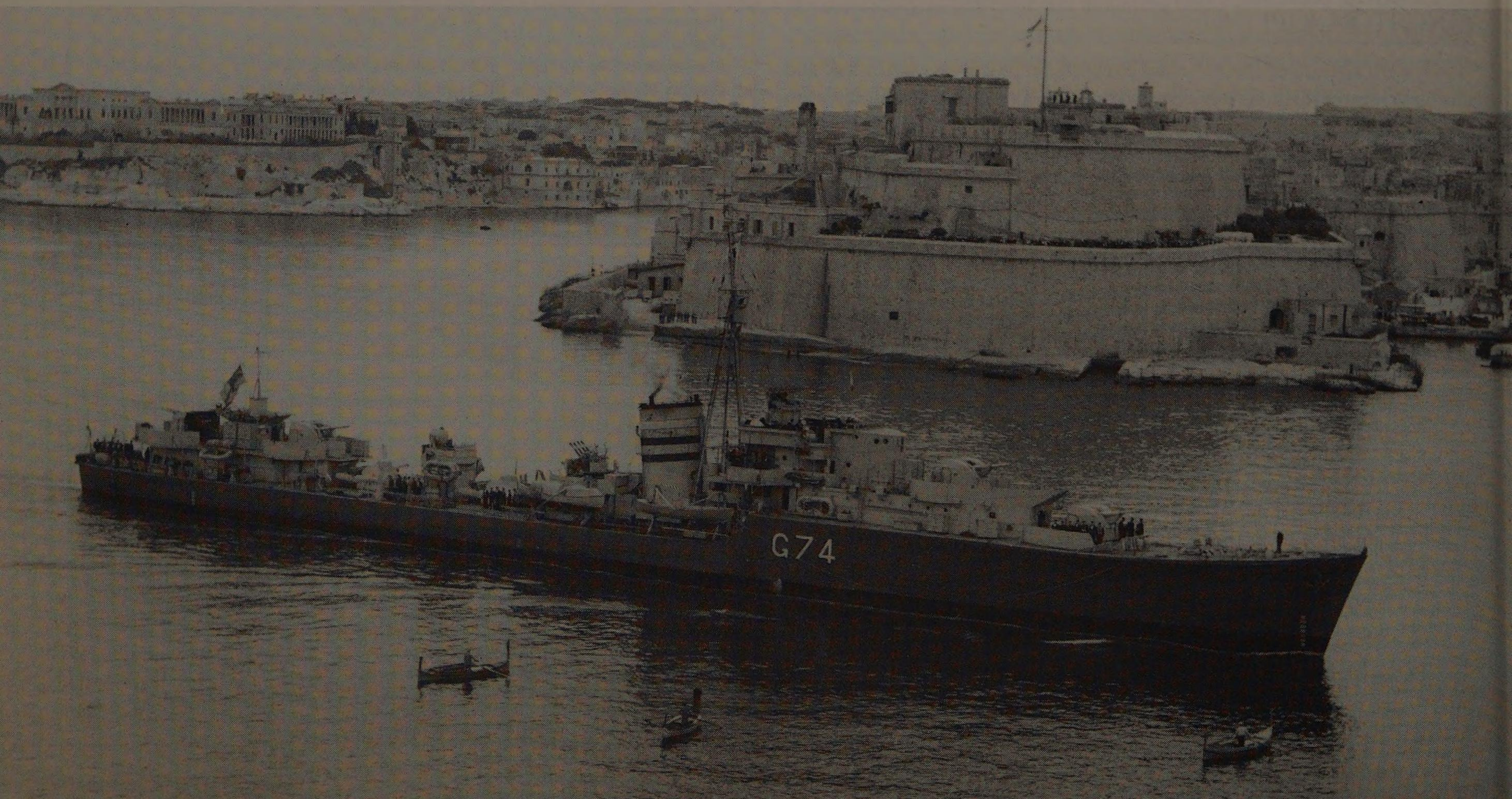
but owing to the increase in size and cost none of the last three was found acceptable, although they were the only ones that offered any practical increase in speed.

Therefore, in proceeding with the first proposal the design became an improved “J” class; and to complicate the issue it was decided to arm them with dual-purpose 4·7in guns in enclosed mountings—they were not turrets in the accepted sense as they were mounted on shallow deck rings and not on barbettes—with a powered central hoist for supplying ammunition.

The guns were given 50deg elevation, and, unlike the earlier twin 4·7in mountings, could be elevated independently. The ensuing additional topweight resulted in only quadruple power-operated torpedo tubes being fitted; while a combined HA/LA.DCT, incorporating a rangefinder, was mounted on the

Above: The *Kipling* as completed with the aft bank of T.T. replaced by a 4in AA gun. (IWM)

Below: Owing to a shortage of twin 4·7in DP mountings, the *Legion*—and three more “L” class—was armed with four twin 4in AA mountings. The LA.DCT on the bridge was replaced by an HA.DCT fitted with AR.285 RDF, but both banks of T.T. were carried. (IWM)



“L” CLASS: LEGEND PARTICULARS

Displacement: 1,920 tons (2,660 tons full load) except † 1,935 tons (2,675 tons full load).
Dimensions: 345½ (pp)/362¼ (oa) × 37 × 20½d/10 (13¾ full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 48,000 = 36 (32½ full load) knots.
Bunkers & radius: O.F. 567 tons, 5,500/4,000nm @ 15/20 knots.
Armament: Six 4·7in DP (3×2), one 4in AA, four 2pdr AA (1×4), two 20mm AA (2×1), twelve ·5in AA machine (2×4/2×2) guns; four 21in (1×4) T.T. except * eight 4in AA (4×2), four 2pdr AA (1×4), two 20mm AA (2×1), eight ·5in AA machine (2×4) guns; eight 21in (2×4) T.T.
Complement: 190 except †* 224.

Below: The *Lookout* as completed. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 31/3/38							
F.99	LAFOREY	Yarrow (Scotstoun)	Yarrow (Scotstoun)	1. 3.39	15. 2.41	26. 8.41	Torpedoed German submarine U.223 north-east of Palermo 30/3/44.
F.87	LANCE	-do-	-do-	1. 3.39	28.11.40	13. 5.41	Bombed German aircraft Valletta 5/4/42 & 9/4/42 & written-off as a constructive total loss, sold T W Ward .../44, arrived Grays ..6/44 for scrapping.
F.63	LARNE	Cammell Laird (Birk-enhead)	Cammell Laird (Birk-enhead)	18.10.38	8. 7.40	18. 2.41	GURKHA (ii) (1940); torpedoed German submarine U.133 north of Sidi Barani 17/1/42.
F.74	LEGION	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	1.11.38	26.12.39	19.12.40	Bomber German aircraft Valletta 23/3/42 & beached Marsa Sciroco 25/3/42, salvaged & towed Valletta 26/3/42 & again bombed & written-off as a constructive total loss, scrapped in situ 1944.
F.55	LIGHTNING	-do-	-do-	15.11.38	22. 4.40	28. 5.41	Torpedoed Italian MTB north of Algeria 12/3/43.
F.40	LIVELY	Cammell Laird (Birk-enhead)	Cammell Laird (Birk-enhead)	20.12.38	28. 1.40	20. 7.41	Bombed German aircraft 90 miles north-west of Mersa Matruh 11/5/42.
F.32	LOOKOUT	Scotts (Greenock)	Scotts (Greenock)	23.11.38	4.11.40	30. 1.42	Sold J Cashmore .../48, arrived Newport 29/2/48 for scrapping.
F.15	LOYAL	-do-	-do-	23.11.38	8.10.41	31.10.42	Mined off north-east coast of Italy 12/10/44 & written-off as a constructive total loss, sold T W Ward .../48, arrived Milford Haven 5/8/48 for scrapping.

Flotilla leader: †MILNE. “M” class: MARKSMAN, MARNE, MARTIN, MATCHLESS, METEOR, MUSKET-EER, MYRMIDON.

These vessels were repeats of the “L” class as the urgent need for destroyers precluded any fresh design being prepared, and the only other alternative was the “J” class of supposedly inferior gunpower.

All were laid down after the outbreak of war; and the *Mahratta* was nearing launching stage when Scotts yard was bombed by German aircraft in May 1941. The hull was blown off the blocks, and had to be dismantled and laid down afresh; and consequently her completion lagged behind the remainder of the class. Owing to bomb damage to the yard the *Milne* was turned over to J Brown for completion.

While building the aft bank of torpedo tubes was replaced by a 4in AA gun, two 20mm AA (2×1) guns were added abreast the searchlight, and two twin ·5in AA machine guns at the stern; AR.285 RDF was fitted to the HA/LA.DCT, and AW.290 was carried at the masthead; and two A/S mortars were fitted and two racks provided for 42 depth charges. Later, two more 20mm AA (2×1) replaced the multiple machine guns in the bridge wings.

bridge. The blind arcs of X mounting—the subject of much controversy with the “J” class—were altered to forward from aft, and the mounting was housed trained aft. A protective pillbox enclosed the trainer’s position on the aft bank of torpedo tubes, while a spray shield was provided for the forward bank; and these additions were also extended to the “J”/“K” classes.

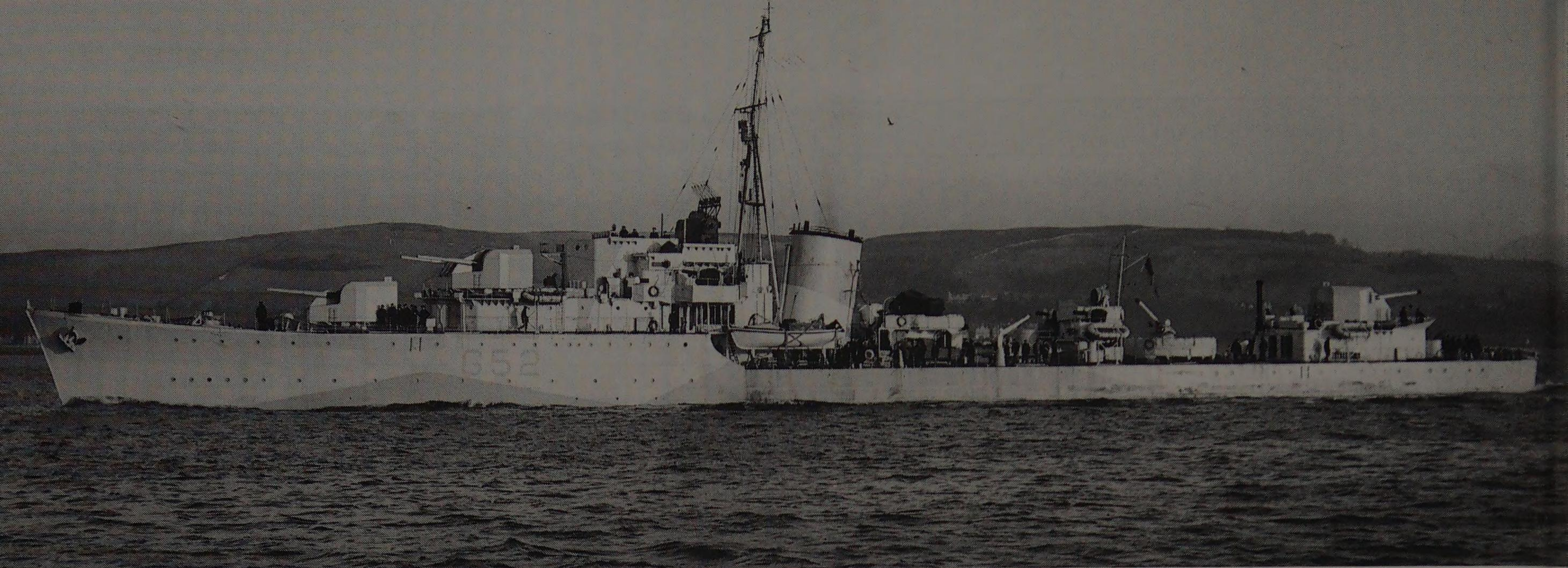
As the new twin mountings were inevitably in short supply, it was decided to complete four units—the *Lance*, *Larne*, *Legion*, and *Lively*—with twin 4in AA mountings so that their entry into service would not be delayed, and the aft deckhouse was extended forward so that a fourth twin mounting could be accommodated. They were fitted with an HA.DCT and AR.285 RDF, AW.286 at the masthead, and a vertical HF/DF mast aft. Two 20mm AA (2×1) guns were added abreast the searchlight, and two more 20mm AA (2×1) later replaced the multiple ·5in AA machine guns in the bridge wings.

The remainder all shipped 4·7in DP guns, but the aft bank of torpedo tubes was replaced by a 4in AA gun (which seemed rather needless in view of the DP main armament), and two twin ·5in AA machine guns were added on the quarterdeck. Like the other units, two 20mm AA (2×1) guns were added abreast the searchlight, and two more 20mm AA (2×1) replaced the multiple machine guns in the bridge wings: later they were all replaced by twin 20mm AA mountings. AR.285 RDF was fitted to the HA/LA.DCT, and AW.286 was carried at the masthead; while the *Laforey* had a vertical HF/DF mast aft. The aft bank of torpedo tubes was subsequently replaced in all, and the 4in AA gun removed; and only the *Lookout*—the sole survivor—later had the tripod replaced by a lattice mast.

“M” CLASS: LEGEND PARTICULARS

Displacement: 1,920 tons (2,725 tons full load) except † 1,935 tons (2,750 tons full load).
Dimensions: 345½ (pp)/362¼ (oa) × 37 × 20½d/10 (14 full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 48,000 = 36 (32½ full load) knots.
Bunkers & radius: O.F. 567 tons, 5,500/4,000nm @ 15/20 knots.
Armament: Six 4·7in DP (3×2), one 4in AA, four 2pdr AA (1×4), two 20mm AA (2×1), twelve ·5in AA machine (2×4/2×2) guns; four 21in (1×4) T.T.
Complement: 190 except †* 224.

Twin 20mm AA mountings subsequently replaced the single guns; and the aft bank of torpedo tubes was replaced, and the 4in AA gun was removed except in the *Marne* and *Myrmidon* (transferred to the Polish Navy as the *Orkan*) owing to their loss. Lattice foremasts fitted with SW.272 RDF replaced the tripod masts in all surviving units except the *Musketeer*, which retained her tripod, carried AW.291 at the masthead, and had SW.271 fitted amidships in lieu of the searchlight; while the *Matchless* had a vertical HF/DF mast stepped aft.

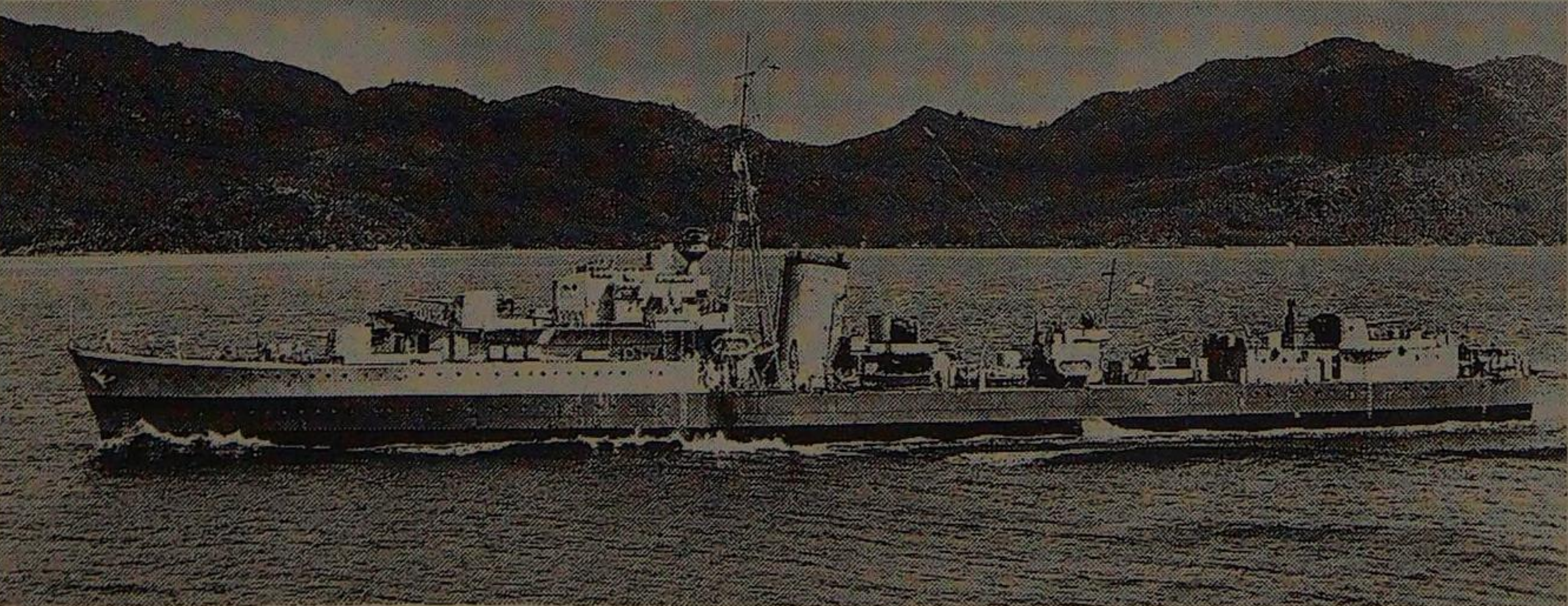


Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 7/7/39							
G.14	MILNE	Scotts (Greenock)	Scotts (Greenock)	24. 1.40	31.12.41	6. 8.42	Completed J Brown (Clydebank), Turkish Navy ALP ARSLAM (1959); sold
G.23	MAHRATTA	-do-	-do-	18. 8.41	28. 7.42	8. 8.43	MARKSMAN (1942); torpedoed German submarine U.956 Barents Sea 25/2/44.
G.35	MARNE	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	23.10.39	30.10.40	2.12.41	Turkish Navy MARESAL FEVSKI CAKMAK (1959); sold
G.44	MARTIN	-do-	-do-	23.10.39	12.12.40	4. 4.42	Torpedoed German submarine U.431 off Bougie 10/11/42.
G.52	MATCHLESS	Stephen (Linthouse)	Stephen (Linthouse)	14. 9.40	4. 9.41	26. 2.42	Turkish Navy KILIC ALI PASHA (1959); sold
G.73	METEOR	-do-	-do-	14. 9.40	3.11.41	12. 8.42	Turkish Navy PIYALE PASHA (1959); sold
G.86	MUSKETEER	Fairfield (Govan)	Fairfield (Govan)	7.12.39	2.12.41	18. 9.42	Sold T Young 3/9/55, arrived Sunderland 6/12/55 for scrapping.
G.90	MYRMIDON	-do-	-do-	7.12.39	2. 3.42	5.12.42	Polish Navy ORKAN; torpedoed German submarine U.378 south of Iceland 8/10/43.

Flotilla leader: *NAPIER. “N” class: NERISSA, NESTOR, NIZAM, NOBLE, NONPAREIL, NORMAN, NORSEMAN.

These were repeats of the “J” class, and the simpler design was reverted to in order to speed their entry into service. While building they were modified similarly to the “J”/“K” classes with the aft bank of torpedo tubes replaced by a 4in AA gun, two 20mm AA (2×1) guns were added abreast the searchlight, two twin .5in AA machine guns were added on the quarterdeck; and AW.286 RDF was fitted at the masthead, and AR.285 was added to the HA.DCT. Only the *Norman* was completed with multiple .5in AA machine guns in the bridge wings (later replaced by 20mm guns), but all the others mounted two 20mm AA (2×1) guns in lieu. While TSDS was initially provided, it was later removed to fit two A/S mortars and one rack for 45 depth charges.

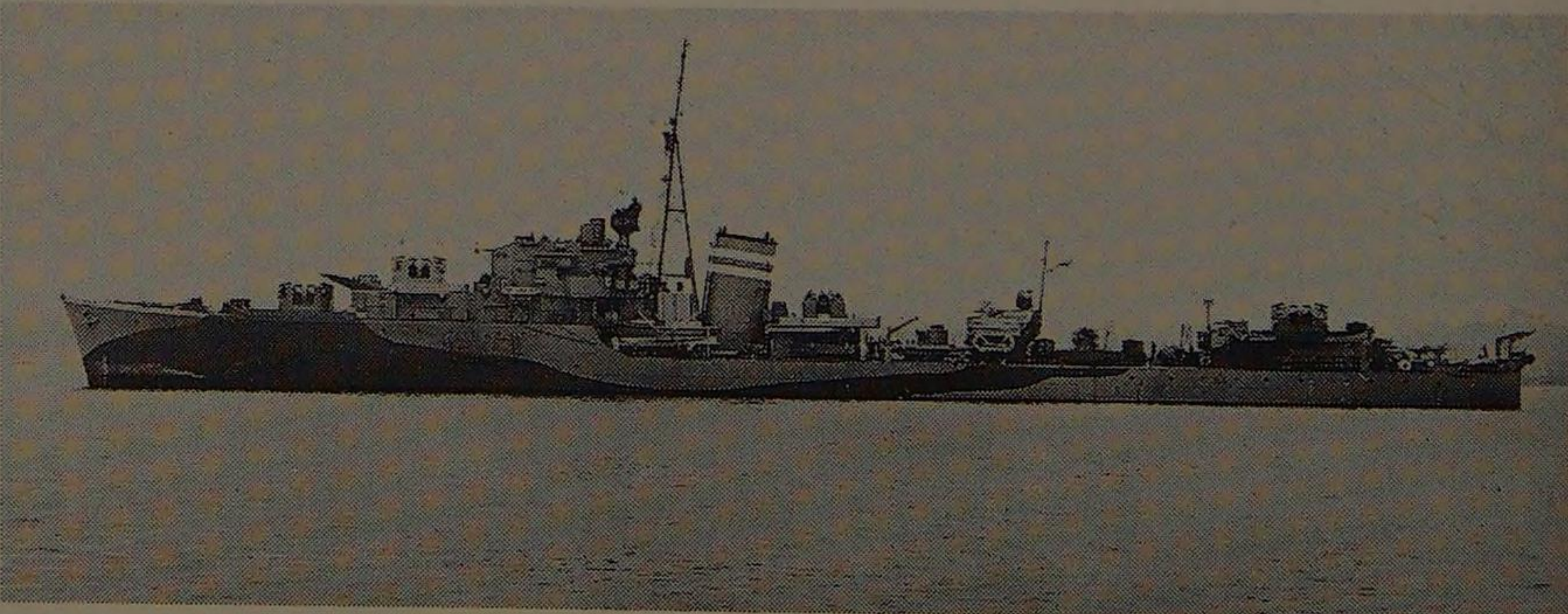
Above: The *Matchless* as completed with a 4in AA gun in lieu of the aft bank of T.T. Later, the gun was removed, and the T.T. were replaced. (IWM)
Below: The *Napier* (left) and the *Nepal* (right) as completed. Later the 4in AA gun was removed, and the aft bank of T.T. replaced. Owing to the lengthened deckhouse aft, the *Napier* and all other flotilla leaders of the “J”/“M” classes were not fitted with TSDS aft. (IWM)



“N” CLASS: LEGEND PARTICULARS

Displacement: 1,773 tons (2,384 tons full load).
Dimensions: 339½ (pp)/356½ (oa) × 35¾ × 20½d/9 (12½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 491 tons, 5,500/3,700/1,050nm @ 15/20/32k.
Armament: Six 4.7in (3×2), one 4in AA, four 2pdr AA (1×4), four 20mm AA (4×1), four .5in AA machine (2×2) guns; five 21in (1×5) T.T.
Complement: 183 except * 218.

The Thornycroft pair were first allocated to the Royal Netherlands Navy, but as *Norseman* was bombed by German aircraft while building, the delay in her completion resulted in the Denny pair being transferred instead. On completion, four others—the *Napier*, *Nestor*, *Nizam*, and *Norman*—were manned by the Royal Australian Navy, and the *Nerissa* was transferred to the Polish Navy as the *Piorun*. Following the loss of the original *Gurkha*, the *Larne* had been renamed *Gurkha* as it was especially wished to perpetuate this name; but less than a year later she, too, was lost. There was now a natural aversion to naming a third ship *Gurkha*, so the *Norseman* was re-named *Nepal* instead, and was the only unit to be British-manned during the war.



In 1942 the aft bank of torpedo tubes was replaced, and the 4in AA gun removed; twin 20mm AA mountings replaced the single 20mm guns, and single 20mm AA replaced the twin .5in guns; and AW.291 RDF replaced type AW.286. In *Nerissa* and *Norman* SW.271 RDF replaced the searchlight

amidships; but lattice masts fitted with GW.SG1 RDF were stepped in the *Napier*, *Nizam*, and *Norseman*. A lattice mast fitted with type GW.SG1 RDF was later stepped in the *Norman*, and a 40mm AA gun replaced the SW.271; while a vertical HF/DF mast was stepped aft in the *Norseman*.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 15/4/39							
G.97	NAPIER	Fairfield (Govan)	Fairfield (Govan)	26. 7.39	22. 5.40	11.12.40	RAN (1940/45); sold T W Ward .../55, arrived Briton Ferry 17/1/56 for scrapping.
G.65	NERISSA	J Brown (Clydebank)	J Brown (Clydebank)	26. 7.39	7. 5.40	12. 2.41	Polish Navy PIORUN (1940/46), RN NOBLE (ii) (1946); sold Clayton & Davie .../55, arrived Dunston 2/12/55 for scrapping.
G.02	NESTOR	Fairfield (Govan)	Fairfield (Govan)	26. 7.39	9. 7.40	12. 2.41	RAN (1941); bombed Italian aircraft 15/6/42 & depth charged JAVELIN.
G.38	NIZAM	J Brown (Clydebank)	J Brown (Clydebank)	27. 7.39	4. 7.40	19.12.40	RAN (1941/45); sold T W Ward .../55, arrived Grays 16/11/55.
G.84	NOBLE (i)	Denny (Dumbarton)	Denny (Dumbarton)	10. 7.39	17. 4.41	20. 2.42	RNethN VAN GALEN (1942); sold F Rijdsdijk .../57, arrived Hendrik-Ibo-Ambacht 8/2/57 for scrapping.
G.16	NONPAREIL	-do-	-do-	22. 5.40	25. 6.41	30.10.42	RNethN TJERK HIDDES (1942), Indonesian Navy GADJAH MADA (1951); scrapped Indonesia 1961.
G.49	NORMAN (i)	Thornycroft (Woolston)	Thornycroft (Woolston)	27. 7.39	30.10.40	29. 9.41	Sold J Cashmore .../58, arrived Newport 1/4/58 for scrapping.
G.25	NORSEMAN	-do-	-do-	9. 9.39	4.12.41	29. 5.42	NEPAL (1942); sold T W Ward .../55, arrived Briton Ferry 16/1/56 for scrapping.

Flotilla leader: †ONSLow. **“O” class:** *OBDURATE, *OBEDIENT, OFFA, ONSLAUGHT, *OPPORTUNE, ORIBI, *ORWELL.

This design was prepared prior to the outbreak of the Second World War when it was finally accepted that two types of destroyers were required: one for fleet duties, and one for escort work; and the latter would not require such a heavy armament as the latter. This would alleviate the chronic shortage in gun production and fire control equipment, which was the crux of the problem, as hulls could be built and engined faster than the weapons and control systems required to arm them. The opinion was also widely held that the destroyer was too lively a platform for effective controlled anti-aircraft fire, which further retarded progress in this direction until a stabilising system under development was perfected.

Design instructions were for a vessel of 1,500 tons, hull and machinery as in the “J” class, but with single 4.7in guns, a multiple 2pdr AA mounting and light AA guns, and two banks of torpedo tubes. Twin mountings—which

“O” CLASS: LEGEND PARTICULARS

- Displacement:** 1,610 tons (2,270 tons full load) except * 1,540 tons (2,220 tons full load).
- Dimensions:** 328¾ (pp)/345 (oa) × 35 × 20¼d/9 (12¼ full load) feet.
- Machinery:** Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36¾ (33 full load) knots.
- Bunkers & radius:** O.F. 500 tons, 3,850/.....nm @ 20/...k.
- Armament:** Four 4.7in (4×1) except * five 4in AA (5×1), four 2pdr AA (1×4), four 20mm AA (4×1), two .303in AA machine (2×1) guns; eight except * four 21in (1½×4) T.T.; sixty mines in * (with reduced armament).
- Complement:** 176 except † 217.

had to be power-operated—were too heavy, and the guns and torpedo tubes were hand-worked, but with a powered-hoist for ammunition. The anti-aircraft armament was soon augmented to include four 20mm AA (4×1) guns, two replacing the multiple .5in AA machine guns originally proposed in the bridge wings, and two more added abreast the searchlight; and a 4in AA gun in lieu of the aft bank of torpedo tubes.

The greater threat posed by air attack after mid-1940 led to the suggestion to re-arm the class with two twin 4in AA mountings, but this was altered to five single 4in AA guns which were readily available. Two “O” class and six “P” class were to be so armed, but to make a homogenous flotilla the two “O” class were re-named with “P” names, and were replaced by two “P” class which were given “O” names.

As a reduced weapon payload could certainly be accommodated in a smaller hull, rather needlessly a fresh hull design was drafted which left little

“O” CLASS: WEIGHTS

Item	Weight
Hull & fittings	839 tons
Machinery	536 tons
Armament	150 tons
Equipment	85 tons
Standard	1,610 tons
Oil fuel	500 tons
Reserve feed water	45 tons
Full load	2,155 tons

Below: The *Oribi* (left) with 4.7in guns, and only one bank of T.T.; and the *Obedient* (right) with 4in DP guns, and two banks of T.T. They both had a Mk. II combined HA/LA.DCT fitted with AR.285 RDF on the bridge. (IWM)



margin for future additions. The higher electrical demand was reflected in the provision of two 155kW turbo-alternators, two 55kW and one 10kW diesel alternators. As completed, the class was about 80 tons overweight, while the *Onslow* was 124 tons over the designed standard displacement.

Finally, four of the class—the *Obdurate*, *Obedient*, *Opportune*, and *Orwell*—were altered for rapid conversion to minelayers: Y gun and both banks of torpedo tubes being landed to compensate for 60 mines; but were armed with 4in AA guns to reduce the topweight with a full mine load. A

Mk. II combined HA/LA.DCT fitted with AR.285 RDF was mounted on the bridge, AW.286 was carried at the masthead, and four A/S mortars and two racks were provided for 60 depth charges.

Later, twin 20mm AA mountings replaced the single guns in the bridge wings, lattice foremasts replaced tripods in the *Onslow* and *Offa*; and the former had a vertical HF/DF mast added aft, while the latter had the searchlight replaced by SW.272 RDF. With the *Onslow*, *Offa*, *Onslaught*, and *Oribi* the aft bank of torpedo tubes was replaced, and the 4in AA gun removed.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 4/9/39							
G.17	ONSLOW <i>ex-Pakenham</i>	J Brown (Clydebank)	J Brown (Clydebank)	1. 7.40	31. 3.41	8.10.41	Pakistani Navy TIPPU SULTAN (1949); sold
G.39	OBDURATE	Denny (Dumbarton)	Denny (Dumbarton)	25. 4.40	19. 2.42	3. 9.42	Sold T W Ward .../64, arrived Inverkeithing 30/11/64 for scrapping.
G.48	OBEDIENT	-do-	-do-	22. 5.40	30. 4.42	30.10.42	Sold Hughes Bolckow .../62, arrived Blyth 19/10/62 for scrapping.
G.66	OBSERVER	Fairfield (Govan)	Fairfield (Govan)	15. 1.40	14. 1.41	5. 7.41	ORIBI (1940), Turkish Navy GAYRET (1946); sold
G.29	OFFA	-do-	-do-	15. 1.40	11. 3.41	20. 9.41	Pakistani Navy TARIQ (1949); sold T Young .../59, arrived Sunderland 13/10/59 for scrapping.
G.04	ONSLAUGHT <i>ex-Pathfinder</i>	-do-	-do-	14. 1.41	9.10.41	19. 6.42	Pakistani Navy TUGHRIL (1951); sold
G.80	OPPORTUNE	Thornycroft (Woolston)	Thornycroft (Woolston)	28. 3.40	21. 2.42	14. 8.42	Sold T W Ward .../55, arrived Milford Haven 25/11/55 for scrapping.
G.98	ORWELL	-do-	-do-	20. 5.40	2. 4.42	17.10.42	Sold J Cashmore .../65, arrived Newport 28/6/65 for scrapping.

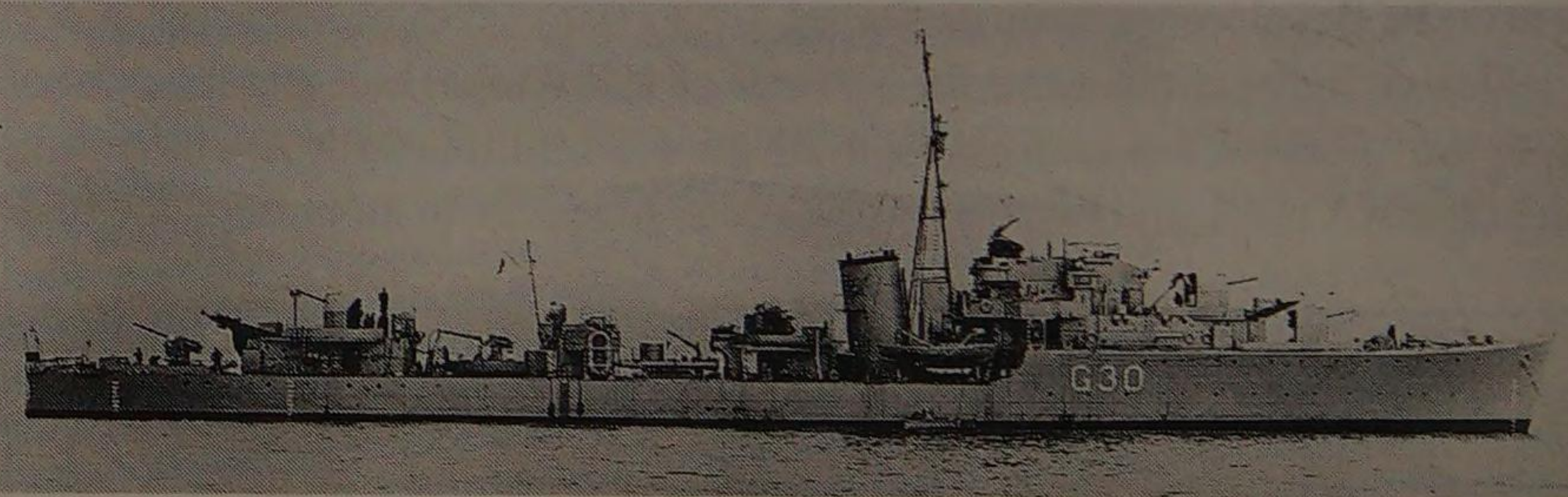
Flotilla leader: *PAKENHAM. “P” class: PALADIN, PANTHER, PARTRIDGE, PATHFINDER, PENN, PETARD, PORCUPINE.

This class were repeats of the “O” class except that they were armed with 4in AA guns, and a fifth gun was mounted in lieu of the aft bank of torpedo tubes. Shields were only provided for A, B, and X guns; and four A/S mortars, two racks, and stowage for 70 depth charges were provided at the stern. On the bridge there was a Mk. II combined HA/LA.DCT fitted with AR.285 RDF, and AW.286 at the masthead. Later, twin 20mm AA mountings replaced the single guns in the bridge wings; and in the *Paladin*, *Pathfinder*, *Penn*, and *Petard* the after bank of torpedo tubes was replaced, and the 4in AA gun removed.

Right: The *Partridge* showing additional RDF offices aft of the bridge, and enclosed by the legs of the tripod foremast. No shields were provided for Q and Y guns, and a Mk. II combined HA/LA.DCT with AR.285 was mounted on the bridge. (IWM)

“P” CLASS: LEGEND PARTICULARS

- Displacement:** 1,640 tons (2,250 tons full load).
- Dimensions:** 328¾ (pp)/345 (oa) × 35 × 20¼d/9 (12¼ full load) feet.
- Machinery:** Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36¾ (33 full load) knots.
- Bunkers & radius:** O.F. 500 tons, 3,850/.....nm @ 20/...k.
- Armament:** Five 4in AA (5×1), four 2pdr AA (1×4), four 20mm AA (4×1), two .303in AA machine (2×1) guns; four 21in (1×4) T.T.
- Complement:** 176 except * 228.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 2/10/39							
G.06	PAKENHAM <i>ex-Onslow</i>	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	6. 2. 40	28. 1.41	4. 2.42	Gunfire Italian torpedo boats CASSIOPEA & CIGNO off Trapani 16/4/43 & torpedoed destroyer PALADIN.
G.69	PALADIN	J Brown (Clydebank)	J Brown (Clydebank)	22. 7.40	11. 6.41	12.12.41	Sold Clayton & Davie .../62, arrived Dunston 25/10/62 for scrapping.
G.41	PANTHER	Fairfield (Govan)	Fairfield (Govan)	15. 7.40	28. 5.41	12.12.41	Bombed German aircraft Scarpanto Strait 9/10/43.
G.30	PARTRIDGE	-do-	-do-	3. 6.40	5. 8.41	22. 2.42	Torpedoed German submarine U.565 west of Oran 18/12/42.
G.10	PATHFINDER <i>ex-Onslaught</i>	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	5. 3.40	10. 4.41	13. 4.42	Bombed Japanese aircraft Ramree Island 11/2/45 & expended as air target; sold Howells .../48, arrived Falmouth 17/11/48 for scrapping.
G.77	PENN	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	26.12.39	12. 2.41	10. 2.42	Sold West of Scotland Shipbreaking .../49, arrived Troon 31/1/50 for scrapping.
G.56	PERSISTENT	-do-	-do-	26.12.39	27. 3.41	15. 6.42	PETARD (1941); sold P & W MacLellan .../67, arrived Bo'ness .../67 for scrapping.
G.93	PORCUPINE	-do-	-do-	26.12.39	10. 6.41	31. 8.42	Torpedoed German submarine U.602 Western Mediterranean 9/12/42, towed UK in two halves & hulked as PORK & PINE; sold Demelweek & Redding .../47, arrived Plymouth .../47 for scrapping.

Flotilla leader: *QUILLIAM. "Q" class: QUADRANT, QUAIL, QUALITY, QUEENBOROUGH, QUENTIN, QUIBERON, QUICKMATCH.

While adhering to the same designed armament of the "O"/"P" classes, these vessels reverted to the slightly larger dimensions of the "J" class, and so had a small margin available for additional topweight without resorting to carrying solid ballast. Separate HA and LA.DCTs were mounted on the bridge, and with fewer 4.7in guns than the "J" class half of the magazine space forward could be utilised for additional bunkers. The aft superstructure of the flotilla leader was made wider, instead of longer, to provide the extra accommodation required. Fitted at the stern were two A/S mortars, three racks, and stowage for 45 depth charges; but if Y gun was removed six more (only four in the *Quilliam*) A/S mortars could be added, and stowage increased to 120 depth charges. In order to carry TSDS Y gun had to be landed; and only two A/S mortars and one rack could be fitted for 45 depth charges.

Although it was approved to replace the aft bank of torpedo tubes with a 4in AA gun, this was not implemented; but an extra pair of 20mm AA (2×1) guns were added abreast the searchlight, AR.285 RDF was fitted to the HA.DCT, and type AW.290 at the masthead. On completion three units were

"Q" CLASS: LEGEND PARTICULARS

Displacement: 1,692 tons (2,411 tons full load).

Dimensions: 339½ (pp)/358¼ (oa) × 35¾ × 20½d/9½ (13½ full load) feet.

Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.

Bunkers & radius: O.F. 615 tons, 4,675/.....nm @ 20/...k.

Armament: Four 4.7in (4×1), four 2pdr AA (1×4), six 20mm AA (6×1), two 303in AA machine (2×1) guns; eight 21in (2×4) T.T.

Complement: 176 except * 225.

"Q" CLASS: WEIGHTS

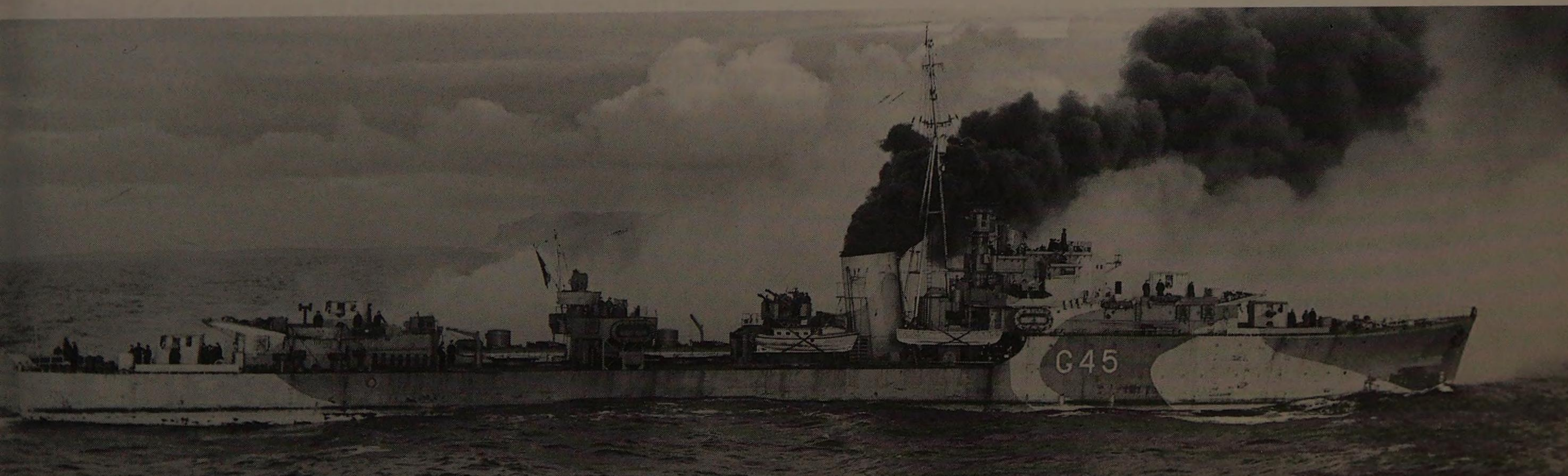
Item	Weight
Hull & fittings	890 tons
Machinery	530 tons
Armament	150 tons
Equipment	80 tons
Standard	1,650 tons
Oil fuel	615 tons
Reserve feed water	45 tons
Full load	2,310 tons

manned by the Royal Australian Navy. Later, the *Queenborough* and *Quail* (and probably others) had the single 20mm AA guns in the bridge wings replaced by twin mountings.



Above and below: The platform around the searchlight was enlarged to accommodate four 20mm AA guns, as shown on the *Quality* (above) and *Quail* (below); and the former also had SW.272 RDF fitted between the T.T. As they reverted to 4.7in guns both HA and LA.DCTs were provided on the bridge. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 2/4/40							
G.70	QUEENBOROUGH	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	6.11.40	16. 1.42	10.12.42	RAN (1945); sold British shipbreaker 8/4/75, arrived Hong Kong .../75 for scrapping.
G.11	QUADRANT	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	24. 9.40	28. 2.42	28.11.41	RAN (1945); sold .....62, arrived 7/1/63 for scrapping.
G.45	QUAIL	-do-	-do-	30. 9.40	1. 6.42	7. 1.43	Mined off Bari 15/11/43 & foundered in tow en route Bari/Taranto 18/6/44.
G.62	QUALITY	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	10.10.40	6.10.41	7. 9.42	RAN (1942); sold Mitsubishi .../58, arrived Tokyo .../58 for scrapping.
G.78	QUENTIN	White (Cowes)	White (Cowes)	25. 9.40	5.11.41	15. 4.42	Torpedoed Italian aircraft off Galita Island 2/12/42.
G.81	QUIBERON	-do-	-do-	14.10.40	31. 1.42	22. 7.42	RAN (1942); sold Japanese shipbreaker 27/1/72, left Sydney in tow for Japan 10/4/72 for scrapping.
G.92	QUICKMATCH	-do-	-do-	6. 2.41	11. 4.42	30. 9.42	RAN (1942); sold Fujita Salvage 27/1/72, left Sydney in tow for Osaka 6/7/72 for scrapping.
G.09	QUILLIAM	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	19. 8.40	29.11.41	22.10.41	RNethN BANCKERT (1945); sold Jos de Smedt 8/2/57, arrived Burgh .../57 for scrapping.



Flotilla leader: *ROTHERHAM. “R” class: RACEHORSE, RAIDER, RAPID, REDOUBT, RELENTLESS, ROCKET, ROEBUCK.

These ships were repeats of the “Q” class, but with the internal arrangements altered so that most officers were accommodated amidships, and not aft, as in previous classes. As the result of an air raid the *Roebuck* was prematurely launched by a near miss, and lay submerged for nine months before she was salvaged and completed.

As completed they were fitted with four A/S mortars and two racks for 70 depth charges aft, AR.285 RDF on the HA.DCT, and AW.290 RDF at the masthead. Twin 20mm AA mountings later replaced the single guns in the bridge wings; the *Rotherham*, *Raider*, and *Rocket* had the 20mm AA and the searchlight amidships replaced by four 40mm AA (4×1) guns; while the *Raider* only had two twin 20mm AA mountings added at the fore end of the aft shelter deck. The searchlight was later replaced, but 30 depth charges had to be landed to compensate.

AW.291/293 RDF replaced earlier models, and SW.272 RDF was fitted between the torpedo tubes in the *Rotherham*, *Racehorse*, *Raider*, *Rapid*, and *Roebuck*; and on the tripod foremast of the others. Lattice masts for HF/DF were also stepped aft in the *Racehorse*, *Raider*, *Rapid*, *Redoubt*, and *Relentless*.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 2/4/40							
H.09	ROTHERHAM	J Brown (Clydebank)	J Brown (Clydebank)	10. 4.41	21. 3.42	27. 8.42	Indian Navy RAJPUT (1949); sold
H.11	RACEHORSE	-do-	-do-	25. 6.41	1. 6.42	30.10.42	Sold West of Scotland Shipbreaking 8/11/49, arrived Troon 8/12/49 for scrapping.
H.15	RAIDER	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	16. 4.41	1. 4.42	16.11.42	Indian Navy RANA (1949); sold
H.32	RAPID	-do-	-do-	16. 6.41	16. 7.42	20. 2.43	Expended as target North Atlantic 3/9/81.
H.41	REDOUBT	J Brown (Clydebank)	J Brown (Clydebank)	19. 6.41	2. 5.42	1.10.42	Indian Navy RANJIT (1949); sold
H.85	RELENTLESS	-do-	-do-	20. 6.41	15. 7.42	30.11.42	Sold T W Ward 29/4/71, arrived Inverkeithing ..../6/71 for scrapping.
H.92	ROCKET	Scotts (Greenock)	Scotts (Greenock)	14. 3.41	28.10.42	4. 8.43	Sold W H Arnott Young ..../6/67, arrived Dalmeir ..../3/67 for scrapping.
H.95	ROEBUCK	-do-	-do-	19. 6.41	10.12.42	10. 6.43	Sold T W Ward 12/6/68, arrived Inverkeithing 8/8/68 for scrapping.

Flotilla leader: SAUMAREZ. “S” class: †SAVAGE, SCORPION, SCOURGE, SERAPIS, SHARK, SUCCESS, SWIFT.

These were the first war-programmed destroyers to embody in their basic design the increased anti-aircraft defence that war experience had shown to be essential. Under the stimulus of war conditions a dual-purpose 4.7in gun was at last produced, but an interim elevation of 55deg had to be accepted—and was sufficient to cope with most types of air attack except dive bombing—until all difficulties associated with 80deg elevation had been resolved.

A twin 40mm AA mounting—developed from the Dutch Hazemeyer fully-stabilised mounting—was now available with its own DCT fitted with AR.282 RDF, and started to replace the long enduring multiple 2pdr AA mounting. Further to improve its sky arcs the original position of the twin 40mm mounting (aft of the funnel), and the searchlight and secondary control position (between the torpedo tubes), were transposed. Twin 20mm AA mountings were fitted in the bridge wings, and aft of the funnel to port and starboard. As there was the inevitable delay in the supply of the new twin 40mm AA mounting, the *Scorpion* shipped a multiple 2pdr AA mounting (1×4) in lieu, and the *Savage* two extra twin 20mm AA mountings.

A twin 4.5in DP mounting had been introduced pre-war for aircraft carriers, and was considered too weighty for destroyers; but this mounting was now modified to provide the 80deg elevation which had for so long been a destroyer requirement. In performance, there was little to choose between the 4.7in and 4.5in guns, and the latter actually fired a slightly heavier shell. In order that the prototype mounting could be tried at sea at the earliest op-

“R” CLASS: LEGEND PARTICULARS

Displacement: 1,705 tons (2,425 tons full load).
Dimensions: 339½ (pp)/358¼ (oa) × 35¾ × 20½d/9½ (13½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 615 tons, 4,675/.....nm @ 20/...k.
Armament: Four 4.7in (4×1), four 2pdr AA (1×4), six 20mm AA (6×1), two .303in AA machine (2×1) guns; eight 21in (2×4) T.T.
Complement: 176 except * 237.

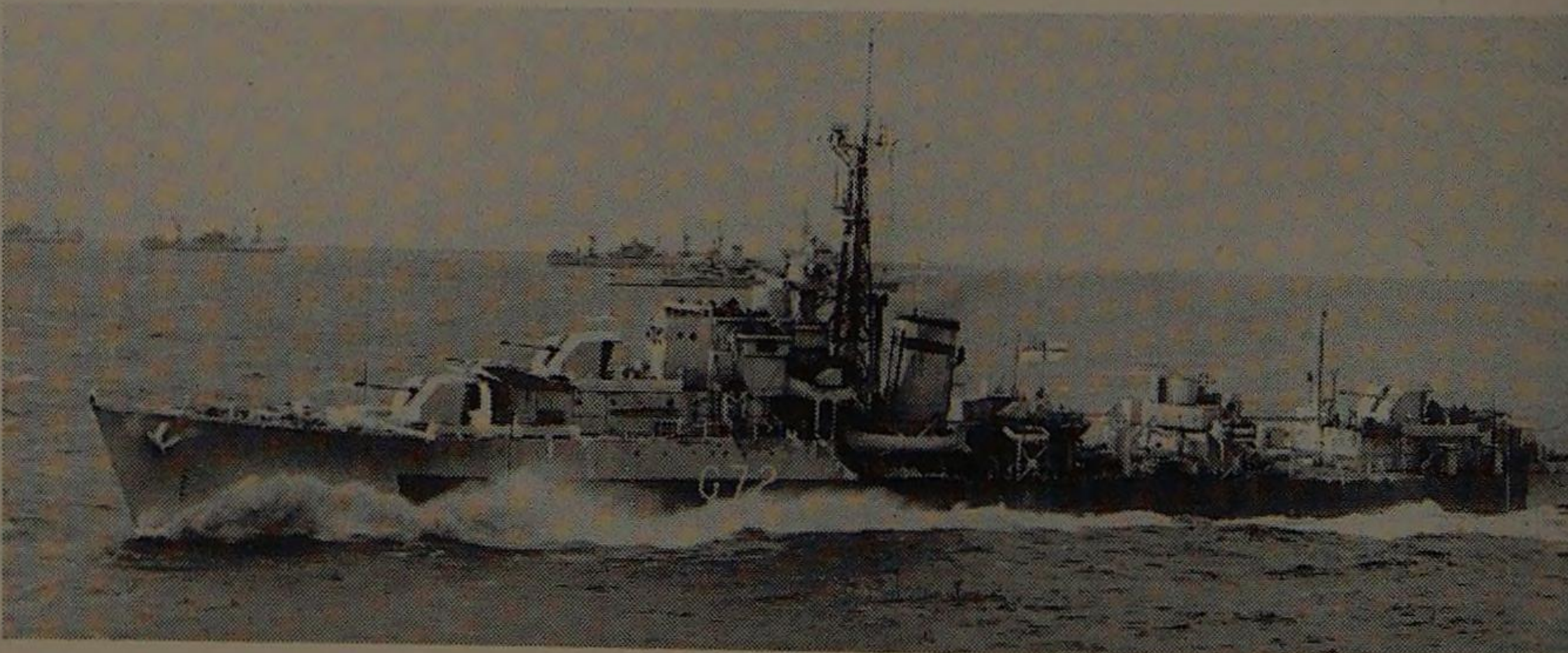


Above: The *Roebuck* was fitted with SW.272 RDF between the T.T. RDF offices were now built-in, and were no longer appendages aft of the bridge. (IWM)

“S” CLASS LEGEND PARTICULARS

Displacement: 1,710 tons (2,530 tons full load) except † 1,800 tons (2,620 tons full load).
Dimensions: 339½ (pp)/362¾ (oa) × 35¾ × 20½d/10 (14½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 615 tons, 4,675/.....nm @ 20/...k.
Armament: Four 4.7in DP (4×1) except † four 4.5in DP (1×2/2×1), two 40mm AA (1×2), eight 20mm AA (4×2) guns; eight 21in (2×4) T.T.
Complement: 170 except * 225

Below: The *Scorpion* was armed with 4.7in DP guns in shields with a marked slope to their faces. The ship is shown here re-rigged with a lattice foremast, and was the only unit of the “S” class to ship a multiple 2pdr AA mounting. (IWM)





portunity it was mounted forward in the *Savage*, and to make a homogeneous battery the two single guns aft were also of this calibre, but restricted to 55deg elevation as in the other vessels.

The first four units—the *Saumarez*, *Savage*, *Scorpion*, and *Scourge*—stepped a tripod mast forward, and a lattice HF/DF mast aft (not in *Savage*); but the increasing weight of gear aloft led to severe mast vibrations, so that a new lattice mast was introduced, and was stepped in the last four vessels. With the lattice rig SW.272 (later replaced by GW.293) RDF was carried at the masthead, and HF/DF at the topmast head; so that the lattice mast stepped aft in the earlier units was replaced by a pole mast carrying AW.291, and the last four units were so fitted in the first instance.

The *Savage* retained her individuality throughout: besides having 4.5in guns and the twin turret forward, she retained her tripod foremast carrying AW.291 RDF at its head, had SW.271 RDF fitted amidships between the

Above: The prototype 4.5in DP gun was introduced on the *Savage*; and the single mounting became standard in the “Z” and subsequent classes, and the twin turret in the later “Battle” class. She also shipped six twin 20mm mountings for close-range AA defence. (IWM)

torpedo tubes, and never stepped a mainmast; while all had AR.285 RDF on the HA.DCT, and an on-mount type AR.282 on the twin 40mm AA mounting (where fitted). In the *Saumarez* the twin 20mm AA mountings were later replaced by four 40mm AA (4×1) guns, and the forward bank of torpedo tubes was removed.

The bow form was altered, from that of the “J” class, to reduce spray; and resulted in a slight increase in length. All were fitted for TSDS, but shipped the alternative arrangement of four A/S mortars and two racks for 70 depth charges.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 9/1/41							
G.12	SAUMAREZ	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	8. 9.41	20.11.42	1. 7.43	Sold Metal Industries 8/9/50, arrived Charlestown ../10/50 for scrapping.
G.20	SAVAGE	-do-	-do-	7.12.41	24. 9.42	8. 6.43	Sold J Cashmore .././62, arrived Newport 11/4/62 for scrapping.
G.01	SCOURGE	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	26. 6.41	8.12.42	14. 7.43	RNethN EVERTSEN (1946); sold Dutch shipbreaker .././63, arrived Hendrik-Ibo-Ambacht ../7/63 for scrapping.
G.07	SENTINEL	-do-	-do-	19. 6.41	26. 8.42	11. 5.43	SCORPION (1942), RNethN KORTENAER (1945); sold Van Heyghen .././63, arrived Ghent 18/7/63 for scrapping.
G.94	SERAPIS	Scotts (Greenock)	Scotts (Greenock)	14. 8.41	25. 3.43	23.12.43	RNethN PIET HEIN (1945); sold Van Heyghen .././62, arrived Bruges 30/5/62 for scrapping.
G.03	SHARK	-do-	-do-	5.11.41	1. 6.43	11. 3.44	RNN SVENNER (1944); torpedoed German JAGUAR, MÖWE & T.24 12 miles south-west of Le Havre 6/6/44.
G.26	SUCCESS	White (Cowes)	White (Cowes)	25. 2.42	3. 4.43	6. 9.43	RNN STORD (1943); sold Jos de Smedt .././59, arrived Burcht ../6/59 for scrapping.
G.46	SWIFT (ii)	-do-	-do-	12. 6.42	15. 6.43	6.12.43	Mined Seine Bay (Sword beach area) 24/6/44.

Flotilla leader: *TROUBRIDGE. “T” class: TEAZER, TENACIOUS, TERMAGANT, TERPSICHORE, TUMULT, TUSCAN, TYRIAN.

These were repeats of the “S” class which were similarly fitted for TSDS, but shipped four A/S mortars and two racks for 70 charges in lieu. Two fixed torpedo tubes, angled from the centreline, experimentally replaced the forward bank in the *Tumult*; but were subsequently removed. As completed the ships were about 90 tons overweight.

The first four—the *Troubridge*, *Tumult*, *Tuscan*, and *Tyrian*—were completed with a tripod foremast and ten 20mm AA (4×2/2×1) guns; and the single guns between the torpedo tubes were later replaced by twin mount-

ings. The *Troubridge* had a lattice HF/DF mast aft, while the *Tumult* had SW.271 RDF amidships between the torpedo tubes; and all carried AW.291 at the masthead, and AR.285 on the HA.DCT.

The last four were rigged with lattice masts which carried SW.272 RDF and HF/DF, had a pole mast aft for AW.291; and with the exception of the *Terpsichore*—which mounted twelve 20mm AA (6×2) guns—shipped a twin 40mm AA mounting between the torpedo tubes, and eight 20mm AA (4×2) guns. Lattice masts and twin 40mm AA mountings were later fitted to the earlier units.

Single 40mm AA guns replaced the twin 20mm AA mountings aft of the funnel, while an additional 40mm AA gun—mounted high—replaced the searchlight in the *Termagant*, *Tumult*, and *Tuscan* (and probably others). In



Above: The *Tumult* as completed. She had SW.271 RDF fitted between the T.T., and a close-range AA armament of six twin 20mm mountings. (IWM)

“T” CLASS: LEGEND PARTICULARS

Displacement: 1,802 tons (2,530 tons full load).
Dimensions: 339½ (pp)/362¾ (oa) × 35¾ × 20½d/10 (14½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 615 tons, 4,675/.....nm @ 20/...k.
Armament: Four 4.7in DP (4×1), two 40mm AA (1×2), eight 20mm AA (4×2) guns; eight 21in (2×4) T.T.
Complement: 179 except * 225.

addition, single 40mm AA guns replaced the twin 20mm AA mountings in the bridge wings in the *Tuscan*. Light fore and aft gangways were run over the torpedo tubes in all, while some 30 depth charges were landed to compensate for the additional topweight.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 14/3/41							
R.00	TROUBRIDGE	J Brown (Clydebank)	J Brown (Clydebank)	10.11.41	23. 9.42	8. 3.43	Sold J Cashmore 27/2/70, arrived Newport 5/5/70 for scrapping.
R.23	TEAZER (ii)	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	20.10.41	7. 1.43	13. 9.43	Sold W H Arnott Young .../.../65, arrived Dalmuir 7/8/65 for scrapping.
R.45	TENACIOUS	-do-	-do-	3.12.41	24. 3.43	30.10.43	Sold West of Scotland Shipbreaking .../.../65, arrived Troon 29/6/65 for scrapping.
R.89	TERMAGANT	Denny (Dumbarton)	Denny (Dumbarton)	25.11.41	22. 3.43	18.10.43	Sold W H Arnott Young .../.../65, arrived Dalmuir 5/11/65 for scrapping.
R.33	TERPSICHORE	-do-	-do-	25.11.41	17. 6.43	20. 1.44	Sold West of Scotland Shipbreaking .../.../66, arrived Troon 17/5/66 for scrapping
R.11	TUMULT	J Brown (Clydebank)	J Brown (Clydebank)	16.11.41	9.11.42	2. 4.43	Sold W H Arnott Young .../.../65, arrived Dalmuir 25/20/65 for scrapping.
R.56	TUSCAN	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	6. 9.41	28. 5.42	11. 3.43	Sold P & W MacLellan .../.../66, arrived Bo'ness 26/5/66 for scrapping.
R.67	TYRIAN	-do-	-do-	15.10.41	27. 7.42	8. 4.43	Sold West of Scotland Shipbreaking .../.../65, arrived Troon 9/3/65 for scrapping.

Flotilla leader: GRENVILLE. “U” class: ULSTER, ULYSSES, UNDAUNTED, UNDINE, URANIA, URCHIN, URSA.

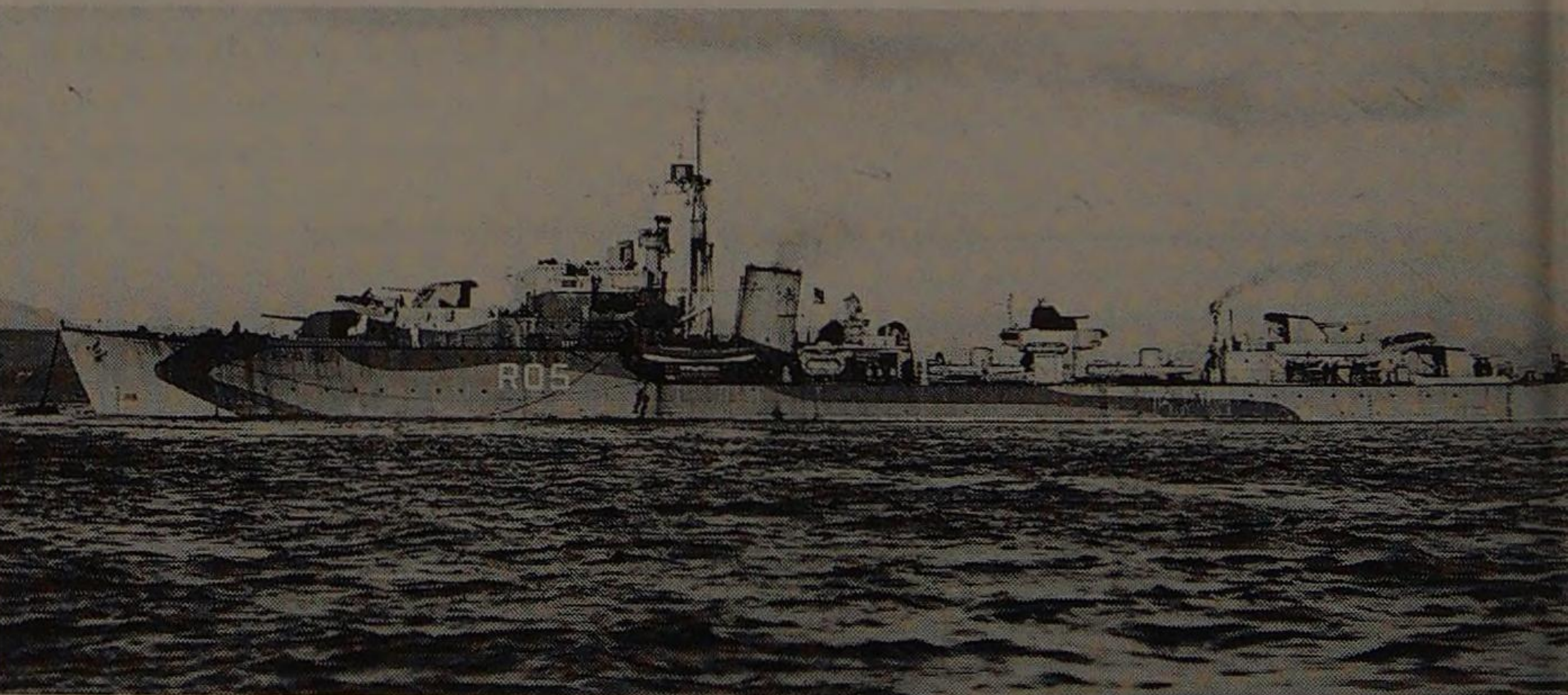
Repeats of the “S” class, these destroyers utilised spare quintuple torpedo tubes (which had been so ardently pressed for pre-war); but with the centre tube removed, and with hand training. No TSDS was specified; and they were fitted with four A/S mortars and two racks for 70 depth charges. As completed they were about 70 tons overweight.

All except the *Grenville* and *Ulster* were completed with the new short lattice mast; and when lattice masts were subsequently fitted to the first pair they received the earlier, and taller, rigs. SW.276 RDF, AW.291, and HF/DF were carried on the mast; AR.285 on the HA.DCT, and AR.282 on the twin 40mm AA mounting. The last was not available for the *Ulysses*, which shipped a multiple 2pdr AA mounting (1×4) in lieu; or the *Urchin*, which had two extra twin 20mm AA mountings instead. These were later replaced by single 40mm AA guns; and the *Urania*—and possibly others—had all twin 20mm AA mountings replaced by single 40mm AA guns.

Right: The *Urania* as completed. She was rigged with the short lattice masts which could support the SW.271 RDF, and provide a clear all-round search arc. (IWM)

“U” CLASS: LEGEND PARTICULARS

Displacement: 1,777 tons (2,508 except * 2,528 tons full load).
Dimensions: 339½ (pp)/362¾ (oa) × 35¾ × 20½d/10 (14 full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 615 tons, 4,675/.....nm @ 20/...k.
Armament: Four 4.7in DP (4×1), two 40mm AA (1×2), eight 20mm AA (4×2) guns; eight 21in (2×4) T.T.
Complement: 179 except * 225.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 12/6/41							
R.97	GRENVILLE (ii)	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	1.11.41	12.10.42	27. 5.43	Sold Romamet .../.../83, arrived Rochester .../.../83 for scrapping.
R.83	ULSTER	-do-	-do-	12.11.41	9.11.42	30. 6.43	Sold T W Ward 4/8/80, arrived Inverkeithing 2/11/80 for scrapping.

R.69	ULYSSES	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	14. 3.42	22. 4.43	23.12.43	Sold Davies & Cann 29/10/79, arrived Plymouth .../79 for scrapping.
R.53	UNDAUNTED	-do-	-do-	8. 9.42	19. 7.43	3. 3.44	Expended as target North Atlantic .../11/78.
R.42	UNDINE (ii)	Thornycroft (Woolston)	Thornycroft (Woolston)	18. 3.42	1. 6.43	23.12.43	Sold J Cashmore .../65, arrived Newport 15/11/65 for scrapping.
R.08	URANIA	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	18. 6.42	19. 5.43	18. 1.44	Sold Shipbreaking Industries 16/12/70, arrived Faslane 2/2/71 for scrapping.
R.99	URCHIN	-do-	-do-	28. 3.42	8. 3.43	24. 9.43	Sold West of Scotland Shipbreaking .../67, arrived Troon 6.8.67 for scrapping.
R.22	URSA	Thornycroft (Woolston)	Thornycroft (Woolston)	2. 5.42	22. 7.43	1. 3.44	Sold J Cashmore .../9/67, arrived Newport 25/9/67 for scrapping.

Flotilla leaders: HARDY, VENUS. “V” class: VALENTINE, VERULAM, VIGILANT, VIRAGO, VIXEN, VOLAGE.

Repeats of the “S” class, of which only the *Venus* was completed with a tripod foremast; while all the others had a short lattice mast carrying SW.276 RDF and HF/DF, and AW.291 on a short pole mast aft. The *Vigilant*, however, had a lattice mast aft for the HF/DF, and had her AW RDF at the foremast head.

Only the *Volage* did not ship the twin 40mm AA mounting, and had a multiple 2pdr AA mounting (1×4) in lieu. AR.285 RDF was fitted to the HA.DCT, and AR.282 on the twin 40mm AA mounting; and all were fitted with four A/S mortars and two racks for 70 depth charges. Except for the *Valentine* and *Vixen*, transferred to the Royal Canadian Navy on completion, most of the others had their twin 20mm AA mountings aft of the funnel replaced by single 40mm AA guns; and the *Vigilant* mounted two extra 40mm AA (2×1) guns on the fo’c’sle.

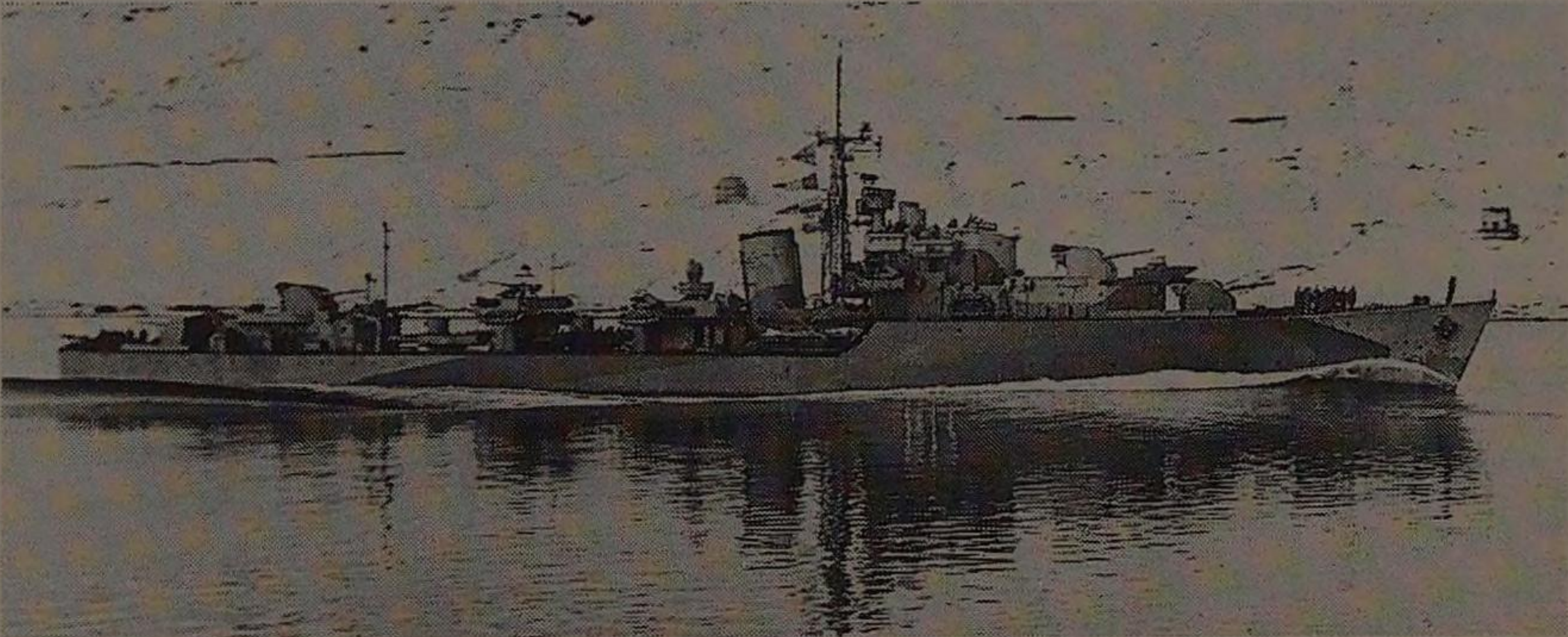
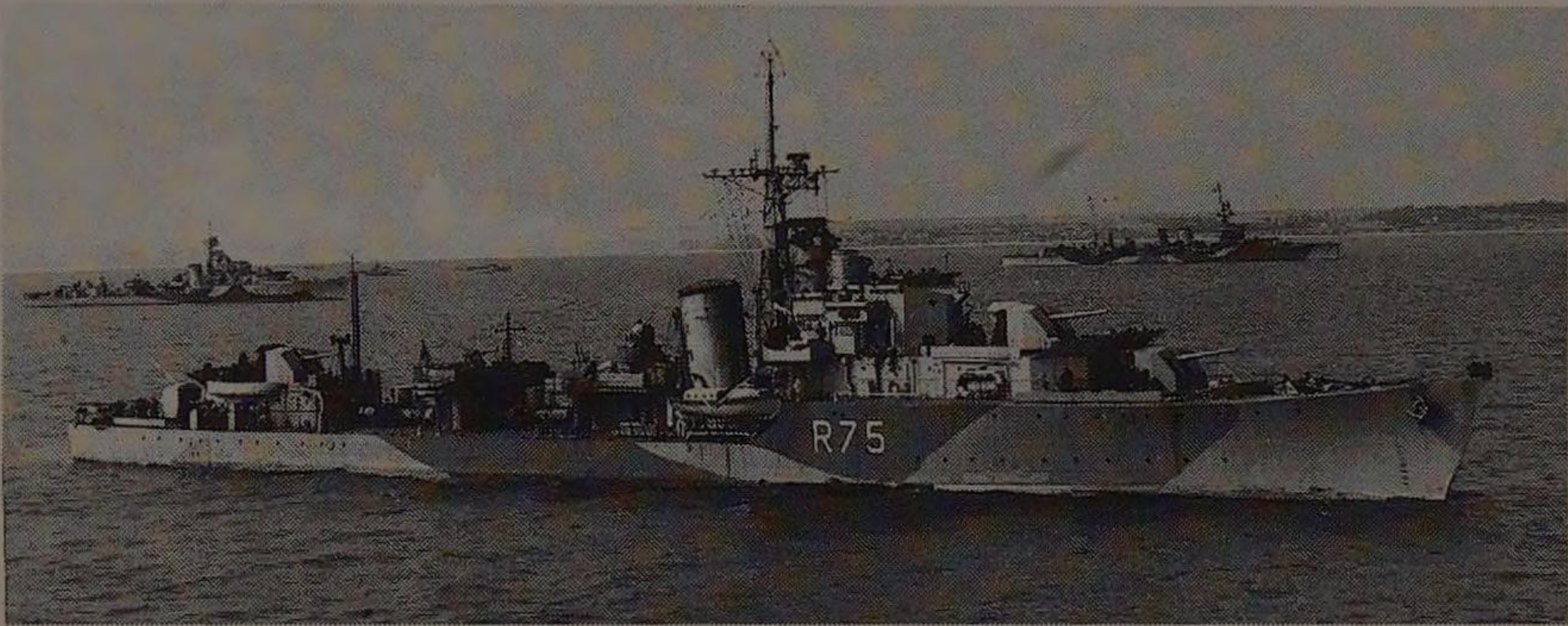
Below: The *Sioux* (left) in 1944, and the *Algonquin* (right) in 1945, have light fore-and-aft gangways over the T.T. Both have a twin 40mm AA mounting with on-mount AR.283 RDF between the T.T.; and are similarly rigged with a lattice foremast supporting SW.276 RDF, and a stump vertical mast aft for the AW.291. (RCN)



“V” CLASS: LEGEND PARTICULARS

Displacement: 1,808 tons (2,530 tons full load).
Dimensions: 339½ (pp)/362¾ (oa) × 35¾ × 20½d/10 (14½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 615 tons, 4,675/.....nm @ 20/...k.
Armament: Four 4·7in DP (4×1), two 40mm AA (1×2), eight 20mm AA (4×2) guns; eight 21in (2×4) T.T.
Complement: 179 except * 225.

Below: On the *Virago* in 1944 the light fore-and-aft gangway over the T.T. has been unshipped. (Admiralty)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/9/41							
R.08	HARDY (ii)	J Brown (Clydebank)	J Brown (Clydebank)	14. 5.42	18. 3.43	14. 8.43	Torpedoed German submarine U.278 Barents Sea 30/1/44 & torpedoed destroyer VENUS.
R.17	VALENTINE ex-Kempenfelt	-do-	-do-	8.10.42	2. 9.43	28. 2.44	RCN ALGONQUIN (1944); sold Taiwanese shipbreaker .../71, left Victoria in tow for Kaohsiung 21/4/71 for scrapping.
R.50	VENUS	Fairfield (Govan)	Fairfield (Govan)	12. 1.42	23. 2.43	28. 8.43	Sold T W Ward 6/11/72, arrived Briton Ferry 20/12/72 for scrapping.
R.28	VERULAM	-do-	-do-	26. 1.42	22. 4.43	10.12.43	Sold J Cashmore 1/9/72, arrived Newport 23/10/72 for scrapping.
R.93	VIGILANT (ii)	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	31. 1.42	22.12.42	10. 9.43	Sold Shipbreaking Industries .../65, arrived Faslane 4/6/65 for scrapping.
R.75	VIRAGO	-do-	-do-	16. 2.42	4. 2.43	5.11.43	Sold Shipbreaking Industries .../65, arrived Faslane 4/6/65 for scrapping.
R.64	VIXEN	White (Cowes)	White (Cowes)	31.10.42	14. 9.43	5. 3.44	RCN SIOUX (ii) (1944); sold Italian shipbreaker .../65, arrived La Spezia 28/8/65 for scrapping.
R.41	VOLAGE	-do-	-do-	31.12.42	15.12.43	26. 5.44	Sold H Pounds 28/10/72, arrived Portsmouth .../72 for scrapping.

Flotilla leaders: KEMPENFELT, WAKEFUL. “W” class: WAGER, WESSEX, WHELP, WHIRLWIND, WIZARD, WRANGLER.

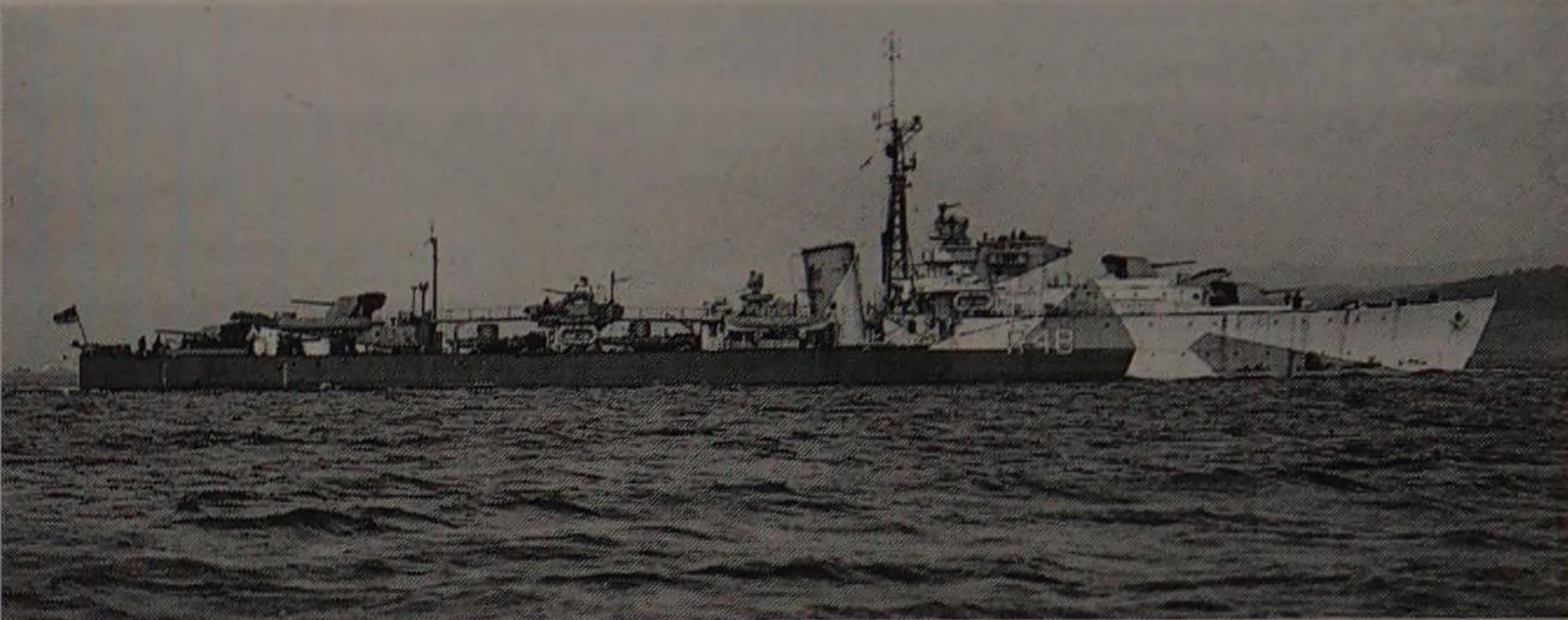
Repeats of the “S” class, these vessels were all completed with a lattice foremast (again reverting to the taller rig), a short pole mainmast, and the individual LA and HA.DCTs were replaced by a combined Mk. III(W) HA/LA.DCT. As with the preceding classes SW.272 RDF and HF/DF were carried on the lattice mast, AR.285 on the HA/LA.DCT, AR.282 AR on the twin 40mm AA mounting, and AW.291 on the pole mast aft.

Multiple 2pdr AA mountings were shipped in the *Wessex* and *Whelp* in place of the twin 40mm AA mounting. The light AA armament for this, and subsequent classes, became less uniform as 40mm and 2pdr AA were required in place of 20mm AA guns to counter Japanese *kamikaze* aircraft attacks for those destroyers destined for the Pacific area. The power-operated twin 20mm AA mounting could accommodate either a single 40mm or 2pdr AA gun, and resulted in frequent changes from the designed armament in individual ships.

Most of the class, therefore, had the twin 20mm AA mountings aft of the funnel replaced by two 40mm or 2pdr AA guns; and an additional 40mm AA gun replaced the searchlight in the *Kempenfelt*, *Wager*, *Wakeup*, *Wessex*, and *Whelp* (and perhaps others). All were fitted with four A/S mortars and two racks for 70 depth charges.

“W” CLASS: LEGEND PARTICULARS

Displacement: 1,710 tons (2,530 tons full load).
Dimensions: 339½ (pp)/362¾ (oa) × 35¾ × 20½d/10 (14½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 615 tons, 4,675/.....nm @ 20/...k.
Armament: Four 4.7in DP (4×1), two 40mm AA (1×2), eight 20mm AA (4×2) guns; eight 21in (2×4) T.T.
Complement: 179 except * 225.



Above: The *Wrangler* had a tall lattice masts to extend the range of the SW.272 RDF, and had the Mk. III(W) combined HA/LA.DCT on the bridge. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 3/12/41							
R.03	KEMPENFELT ex- <i>Valentine</i>	J Brown (Clydebank)	J Brown (Clydebank)	24. 6.42	8. 5.43	25.10.43	Yugoslavian Navy KOTOR (1956); sold 1971 & scrapped.
R.98	WAGER	-do-	-do-	20.11.42	1.11.43	14. 4.44	Yugoslavian PULA (1956); sold 1972 & scrapped.
R.59	WAKEFUL (ii) ex- <i>Zebra</i>	Fairfield (Govan)	Fairfield (Govan)	3. 6.42	30. 6.43	17. 2.44	Sold T W Ward 10/6/71, arrived Inverkeithing 5/7/71 for scrapping.
R.78	WESSEX (ii) ex- <i>Zenith</i>	-do-	-do-	20.10.42	2. 9.43	11. 5.44	SAN JAN VAN RIEBECK (1950); expended as target off Cape Town 25/3/80.
R.37	WHELP	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	1. 5.42	3. 6.43	26. 4.44	SAN SIMON VAN DER STEL (1952); sold
R.87	WHIRLWIND	-do-	-do-	31. 7.42	30. 8.43	20. 7.44	Expended as target & foundered Cardigan Bay 29/10/74.
R.72	WIZARD	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	14. 9.42	29. 9.43	30. 3.44	Sold T W Ward 16/2//67, arrived Inverkeithing 7/3/67 for scrapping.
R.48	WRANGLER	-do-	-do-	23. 9.42	30.12.43	14. 7.44	SAN VRYSTAAT (1956); expended as target off South Africa ../../76.

Flotilla leaders: MYNGS, ZEPHYR. “Z” class: ZAMBESI, ZEALOUS, ZEBRA, ZENITH, ZEST, ZODIAC.

These ships were generally repeats of the “S” class; but they were fitted with the type K Mk. I stabilised and combined HA/LA. DCT, and were armed with 4.5in DP guns with 55deg elevation and remote power control (RPC), so that they automatically followed the DCT for elevation and training. Short lattice foremasts were fitted in the first three—the *Myngs*, *Zambesi*, and *Zest*—while the remainder had the taller rig; and as completed they were some 120 tons overweight.

In this class single 20mm AA guns were mounted in the positions aft of the funnel in order to reduce topweight incurred by the heavier DCT, but twin mountings were fitted only in the *Zambesi*. Except that AW.293 RDF was fitted on the foremast the ships were otherwise rigged as the “V”/“W” classes; and four A/S mortars and two racks were provided for 70 depth charges.

A single 2pdr AA gun replaced the twin 20mm guns in the bridge wing mountings on the *Myngs*, and in the positions aft of the funnel on the *Zephyr*; and in all positions on the *Zenith*; and the first also mounted a 40mm AA gun in place of the searchlight.

“Z” CLASS: LEGEND PARTICULARS

Displacement: 1,830 tons (2,530 tons full load).
Dimensions: 339½ (pp)/362¾ (oa) × 35¾ × 20½d/10 (14 full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 615 tons, 4,675/.....nm @ 20/...k.
Armament: Four 4.5in DP (4×1), two 40mm AA (1×2), six 20mm AA (2×2/2×1) guns; eight 21in (2×4) T.T.
Complement: 179 except * 225.



Right: The *Zest* had 4.5in DP guns, and the K Mk. I stabilised combined HA/LA.DCT on the bridge. She also had the taller lattice mast. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 10/2/42							
R.06	MYNGS	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	27. 5.42	31. 5.43	23. 6.44	Egyptian Navy EL QAHER; bombed Israeli aircraft Berenice 16/5/70.
R.66	ZAMBESI	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	21.12.42	21.11.43	18. 7.44	Sold T W Ward .../59, arrived Briton Ferry 12/2/59 for scrapping.
R.39	ZEALOUS	-do-	-do-	5. 5.43	28. 2.44	9.10.44	Israeli Navy ELATH (1955); missile attack by three Egyptian missile boats off coast Sinai 21/10/67.
R.81	ZEBRA ex-Wakeful	Denny (Dumbarton)	Denny (Dumbarton)	14. 5.42	8. 3.44	13.10.44	Sold J Cashmore .../59, arrived Newport 12/2/59 for scrapping.
R.95	ZENITH ex-Wessex	-do-	-do-	19. 5.42	5. 6.44	22.12.44	Egyptian EL FATEH (1955); sold
R.19	ZEPHYR	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	13. 7.42	15. 7.43	6. 9.44	Sold Clayton & Davie .../58, arrived Dunston 2/7/58 for scrapping.
R.02	ZEST	Thornycroft (Woolston)	Thornycroft (Woolston)	21. 7.42	14.10.43	20. 7.44	Sold W H Arnott Young .../70, arrived Dalmuir 18/8/70 for scrapping.
R.54	ZODIAC	-do-	-do-	7.11.42	11. 3.44	23.10.44	Israeli Navy YAFFA (1955); sold 1972 & scrapped.

Flotilla leaders: CAESAR, CAVENDISH. “CA” class: CAMBRIAN, CAPRICE, CARRON, CARYSFORT, CASSANDRA, CAVALIER.

Generally repeats of the “S” class, these destroyers were armed and rigged as the “Z” class, and were provided with A/S weapons on the same scale. In many instances completions were delayed owing to difficulties in supplying the HA/LA.DCT and other equipment, so that several makeshift armaments were fitted until the supply position improved.

As a result the *Caprice* entered service with a multiple 2pdr AA (1×4) in place of the twin 40mm AA mounting, the *Caesar* had single 2pdr AA in the bridge wings instead of twin 20mm AA guns, and only mounted one 40mm AA gun aft of the funnel, and the *Cassandra* was only provided with single 20mm AA guns in the bridge wings; while some—if not all—shipped a Mk. III(W) HA/LA.DCT *pro tempore*. Later, they all shipped their designed armament; and the *Caprice*, *Cassandra*, and *Cavendish* had twin 20mm AA mountings in the positions aft of the funnel instead of single guns.

Right: The *Caprice* had a short lattice mast, and a multiple 2pdr AA mounting between the T.T.; and the Mk. III(W) HA/LA.DCT on the bridge. (IWM)

“CA” CLASS: LEGEND PARTICULARS

- Displacement:** 1,710 tons (2,530 tons full load).
- Dimensions:** 339½ (pp)/362¾ (oa) × 35¾ × 20½d/10 (14¾ full load) feet.
- Machinery:** Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
- Bunkers & radius:** O.F. 615 tons, 4,675/1,400nm @ 20/32k.
- Armament:** Four 4·5in DP (4×1), two 40mm AA (1×2), six 20mm AA (2×2/2×1) guns; eight 21in (2×4) T.T.
- Complement:** 186 except * 222.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 16/2/42							
R.01	CAPRICE ex-Swallow	Yarrow (Scotstoun)	Yarrow (Scotstoun)	28. 9.42	16. 9.43	5. 4.44	Sold Lacmots 22/6/79, arrived Queenborough .../79 for scrapping.
R.62	CASSANDRA ex-Tourmaline	-do-	-do-	30. 1.43	29.11.43	28. 7.44	Sold T W Ward .../67, arrived Inverkeithing 28/4/67 for scrapping.
Ordered 24/3/42							
R.07	CAESAR ex-Ranger	J Brown (Clydebank)	J Brown (Clydebank)	3. 4.43	14. 2.44	5.10.44	Sold Hughes Bolckow .../66, arrived Blyth 6/1/67 for scrapping.
R.85	CAMBRIAN (ii) ex-Spitfire	Scotts (Greenock)	Scotts (Greenock)	14. 8.42	10.12.43	17. 7.44	Sold T W Ward .../8/71, arrived Briton Ferry 3/9/71 for scrapping.
R.30	CARRON ex-Strenuous	-do-	-do-	26.11.42	28. 3.44	6.11.44	Sold T W Ward .../67, arrived Inverkeithing 4/4/67 for scrapping.
R.15	CAVENDISH ex-Sibyl	J Brown (Clydebank)	J Brown (Clydebank)	19. 5.43	12. 4.44	13.12.44	Sold Hughes Bolckow .../67, arrived Blyth 7/8/67 for scrapping
Re-ordered .../11/42*							
R.25	CARYSFORT ex-Pique	White (Cowes)	White (Cowes)	12. 5.43	25. 7.44	20. 2.45	Sold J Cashmore 23/10/70, arrived Newport 13/11/70 for scrapping.
R.73	CAVALIER ex-Pellew	-do-	-do-	28. 2.43	7. 4.44	22.11.44	Museum ship (1977).

* Originally ordered Cammell Laird (Birkenhead) 24/3/42

Flotilla leaders: *CHEQUERS, *CHILDERS. “CH” class: CHAPLET, CHARITY, CHEVIOT, CHEVRON, CHIEFTAIN, CHIVALROUS.

While generally similar to the “Z”/“CA” classes, this class was fitted with the Mk. VI HA/LA.DCT and remote power control for the 4·5in guns; and as a result had to sacrifice the forward bank of torpedo tubes to compensate

for the increased topweight. Their design was severely beset by weight problems, as while still adhering to the “S” class hull form, this sought to incorporate too many advanced developments: all of which added to topweight that was already critical.

The original requirements were for four single 4·5in DP, one twin 40mm AA, and six (or at least four) twin 20mm AA guns; two quadruple banks of torpedo tubes, and four A/S mortars and two racks for 70 depth charges. As

an alternative Y gun was to be removed to fit TSDS or 50 extra depth charges together with four additional A/S mortars. Fire control was by an HA/LA.DCT and a full outfit of RDF, together with RPC for the main guns.

As RPC was insisted on one bank of torpedo tubes had to be removed, only four twin 20mm AA mountings could be accommodated; and the type K DCT was supplanted by the heavier Mk. VI which incorporated GR.275 RDF for engaging unseen targets. To offset this added weight single instead of twin 20mm AA guns were mounted in the bridge wings; a smaller search-light was to be shipped, and re-sited on the foremast; and only 48 depth charges could be carried. Further modifications called for single 2pdr AA to replace the twin 20mm AA guns aft of the funnel, to suppress the mainmast (which restricted the sky arcs of the twin 40mm AA mounting), to fit AW.291 RDF on a stump mast at the fore end of the 40mm gun platform, and to remove HF/DF from the masthead in all but two units.

The result was that principally owing to the delay in supplying the Mk. VI DCTs not one vessel was completed before the end of the war. As finally completed the light AA armament was altered to four 40mm AA guns (2×1 aft of the funnel and 1×2 amidships) and two 20mm AA (2×1 bridge wings) guns. GW.293 RDF was carried at the foremast head, AW.291 on the re-established pole mast aft, and AR.282 on the twin 40mm AA mounting; while two A/S mortars and two racks were provided for 35 depth charges.

Not all were so completed in the first instance: the *Chaplet* and *Charity* had two single 2pdr AA in place of twin 20mm AA guns aft of the funnel, the *Childers* lacked any light AA guns in the positions aft of the funnel, and

“CH” CLASS: LEGEND PARTICULARS

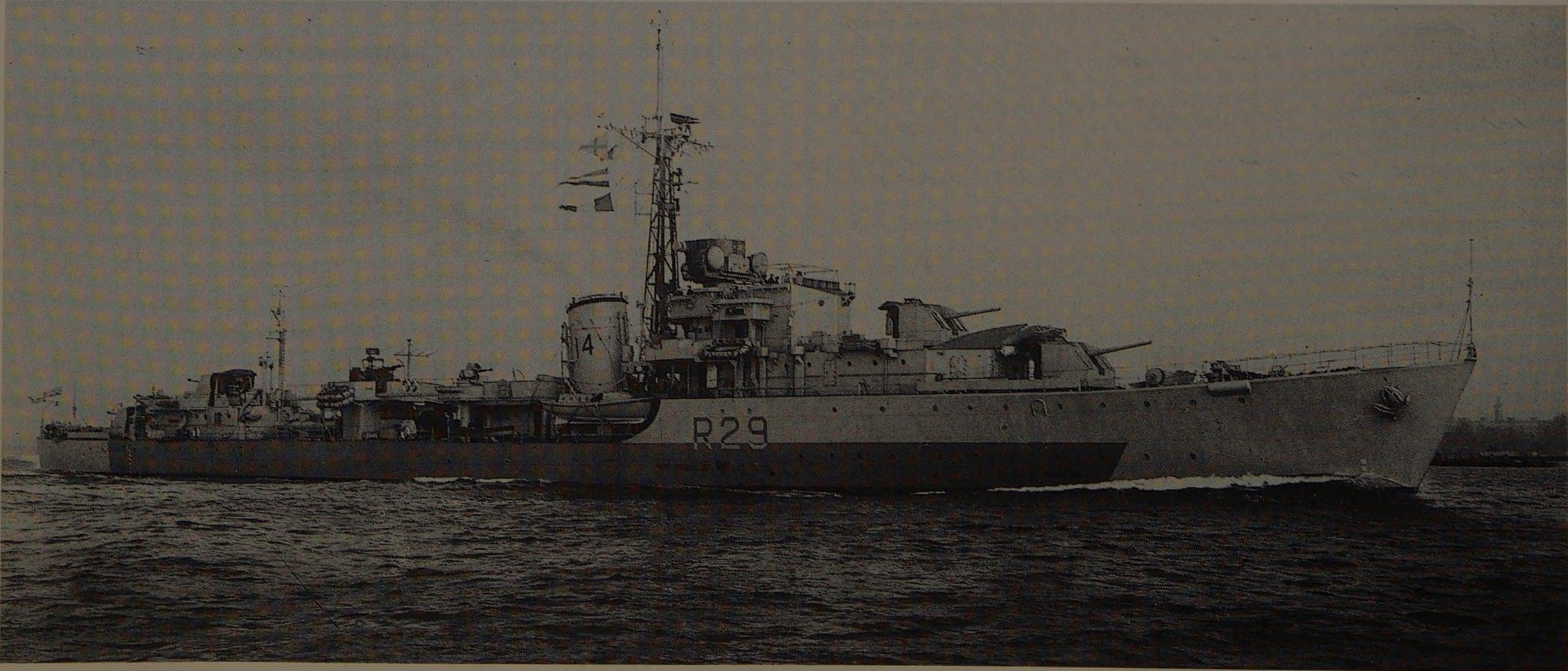
Displacement: 1,885 tons (2,545 tons full load) except * 1,906 tons (2,566 tons full load).
Dimensions: 339½ (pp)/362¾ (oa) × 35¾ × 20½d/11¼ (15¼ full load) feet.
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.
Bunkers & radius: O.F. 615 tons, 4,675/1,400nm @ 20/32k.
Armament: Four 4.5in DP (4×1), two 40mm AA (1×2), six 20mm AA (2×2/2×1) guns; four 21in (1×4) T.T.
Complement: 186 except * 222.

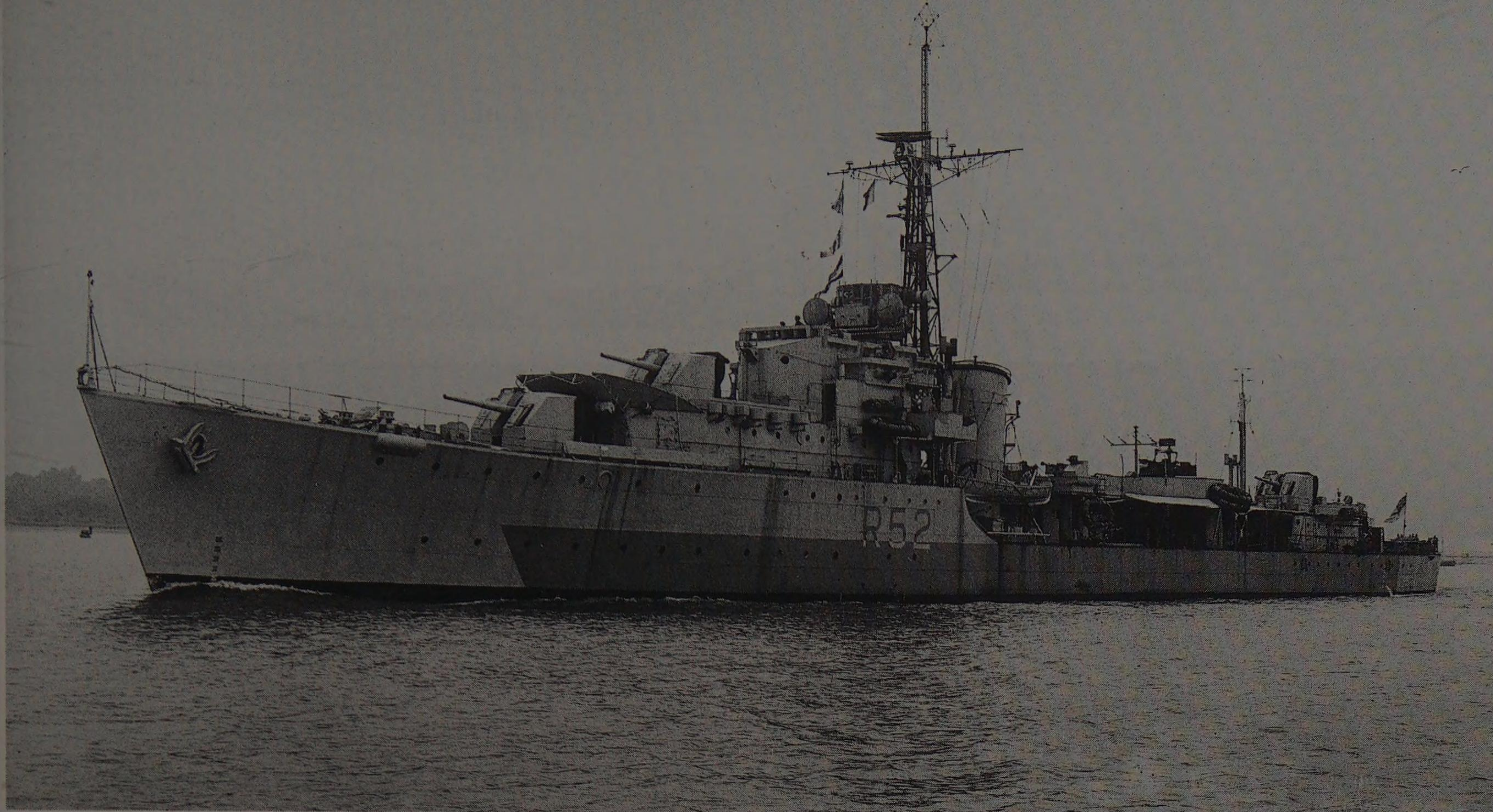
the *Chequers* and *Cheviot* shipped twin AA mountings in both the bridge wings and aft of the funnel.

Although the class was an unhappy experience in overloading, a mitigating factor was the improved gunnery efficiency in engaging surface and air targets.

Below and right: The Mk. VI HA/LA.DCT, together with RPC for the 4.5in DP guns, resulted in the *Charity* (below) and *Chaplet* (right) both sacrificing the forward bank of T.T. For service with the Pacific Fleet single 2pdrs replaced the twin 20mm AA guns in the power-operated mountings aft of the funnel, while single 20mm AA guns were mounted in the bridge wings. Both ships had tall lattice masts as the lightweight SW.276 RDF antenna was now available. (Thornycroft)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 24/7/42							
R.52	CHAPLET	Thornycroft (Woolston)	Thornycroft (Woolston)	29. 4.43	18. 7.44	24. 8.45	Sold Hughes Bolckow .../65, arrived Blyth 6/11/65 for scrapping.
R.29	CHARITY	-do-	-do-	9. 7.43	30.11.44	19.11.45	Pakistani Navy SHAH JEHAN (1959); gunfire Indian surface warships 20 miles south of Karachi 4/12/71.
R.61	CHEQUERS	Scotts (Greenock)	Scotts (Greenock)	4. 5.43	30.10.44	28. 9.45	Sold J Cashmore .../66, arrived Newport 23/7/66 for scrapping.
R.90	CHEVIOT	Stephen (Linthouse)	Stephen (Linthouse)	27. 4.43	2. 5.44	11.12.45	Sold T W Ward .../62, arrived Inverkeithing 22/10/62 for scrapping.
R.51	CHEVRON	-do-	-do-	18. 3.43	23. 2.44	23. 8.45	Sold T W Ward 18/10/69, arrived Inverkeithing .../12/69 for scrapping.
R.36	CHIEFTAIN	Scotts (Greenock)	Scotts (Greenock)	27. 6.43	26. 2.45	7. 3.46	Sold T Young .../61, arrived Sunderland 20/3/61 for scrapping.
Ordered 30/7/42							
R.91	CHILDERS	Denny (Dumbarton)	Denny (Dumbarton)	27.11.43	27. 2.45	19.12.45	Sold Italian shipbreaker .../63, arrived La Spezia 22/9/63 for scrapping.
R.21	CHIVALROUS	-do-	-do-	27.11.43	22. 6.45	13. 5.46	Pakistani Navy TAIMUR (1954); sold





Flotilla leaders: *CONSTANCE, *COSSACK. **“CO” class:** COCKADE, COMET, COMUS, CONCORD, CON-SORT, CONTEST.

Flotilla leaders: *CRESCENT, *CRUSADER; **“CR” class:** CRISPIN, CREOLE, CROMWELL, CROWN, CROZIER, CRYSTAL.

These were repeats of the “CH” class, and the *Contest*—allocated to White—was the first all-welded destroyer for the Royal Navy. As first completed the *Comet* mounted single 2pdr AA guns in the bridge wings and aft of the funnel; while the *Constance* and *Cossack* had single 2pdr AA guns in the latter position only.

“CO” AND “CR” CLASSES: LEGEND PARTICULARS

Displacement: 1,865 tons (2,515 tons full load) except * 1,890 tons (2,540 tons full load).

Dimensions: 339½ (pp)/362¾ (oa) × 35¾ × 20½d/11¼ (15¼ full load) feet.

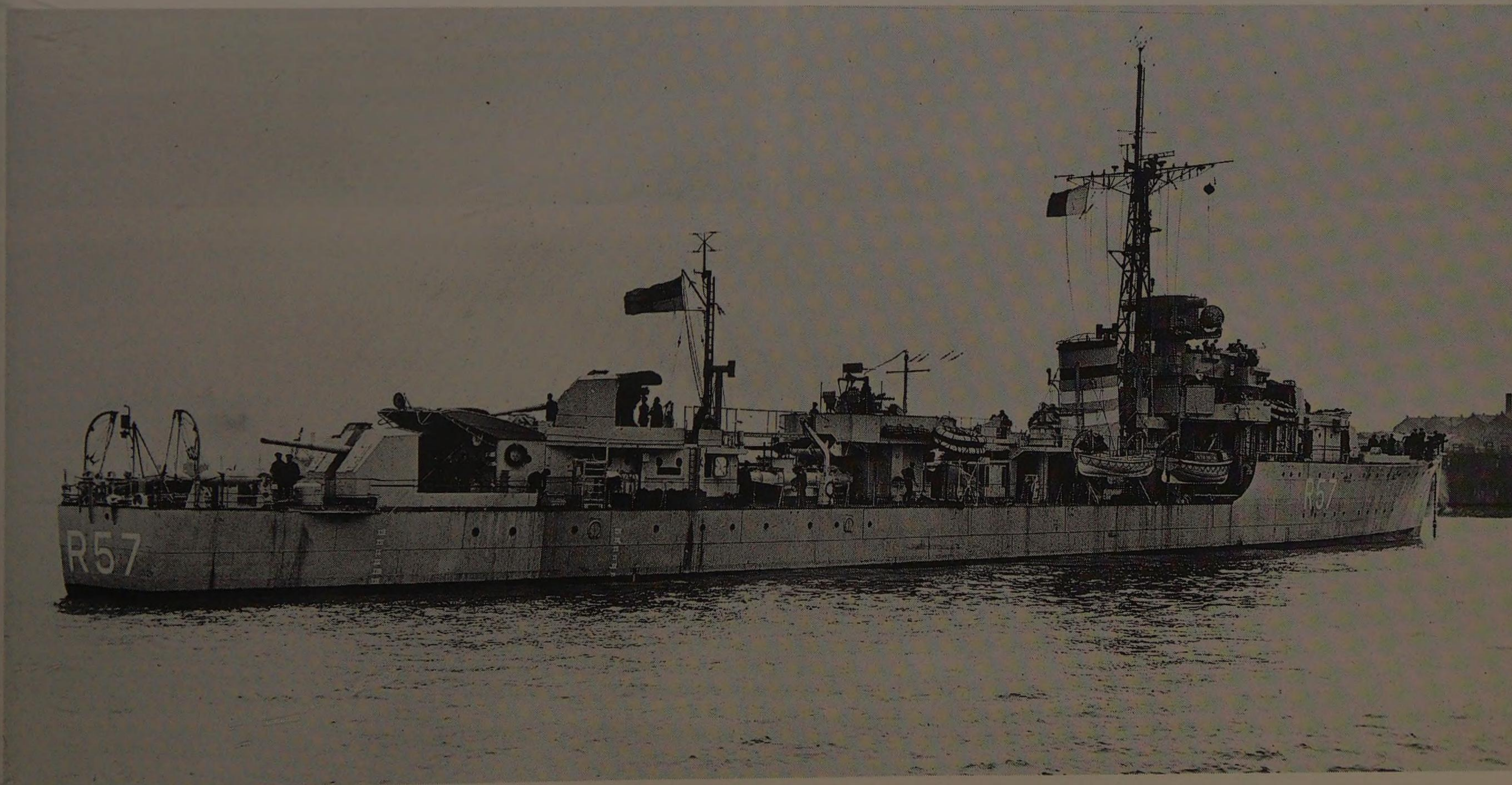
Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 40,000 = 36 (32 full load) knots.

Bunkers & radius: O.F. 615 tons, 4,675/1,400nm @ 20/32k.

Armament: Four 4.5in DP (4×1), four 40mm AA (1×2/2×1), two 20mm AA (2×1) guns; four 21in (1×4) T.T.

Complement: 186 except * 222.

Below: The *Cossack* had single 2pdr replacing the twin 20mm AA guns aft of the funnel, and had a stump mast aft for the AW.291 RDF. (Vickers)

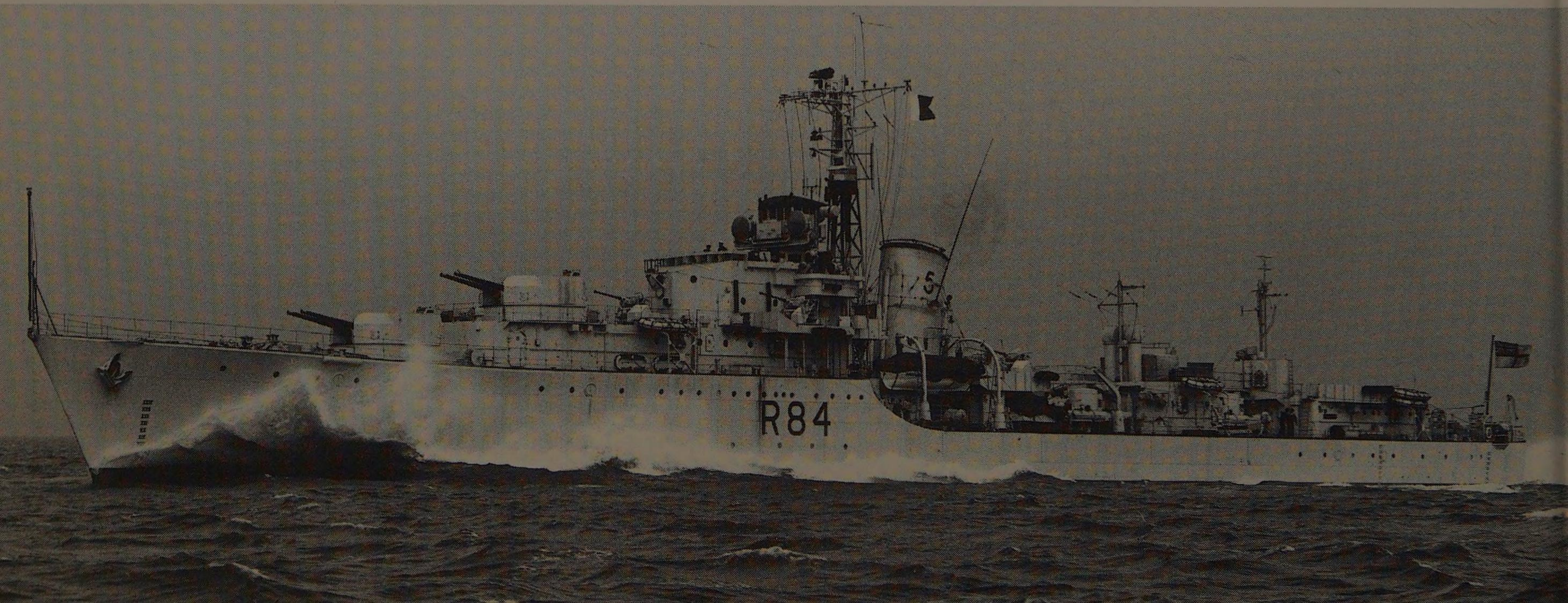
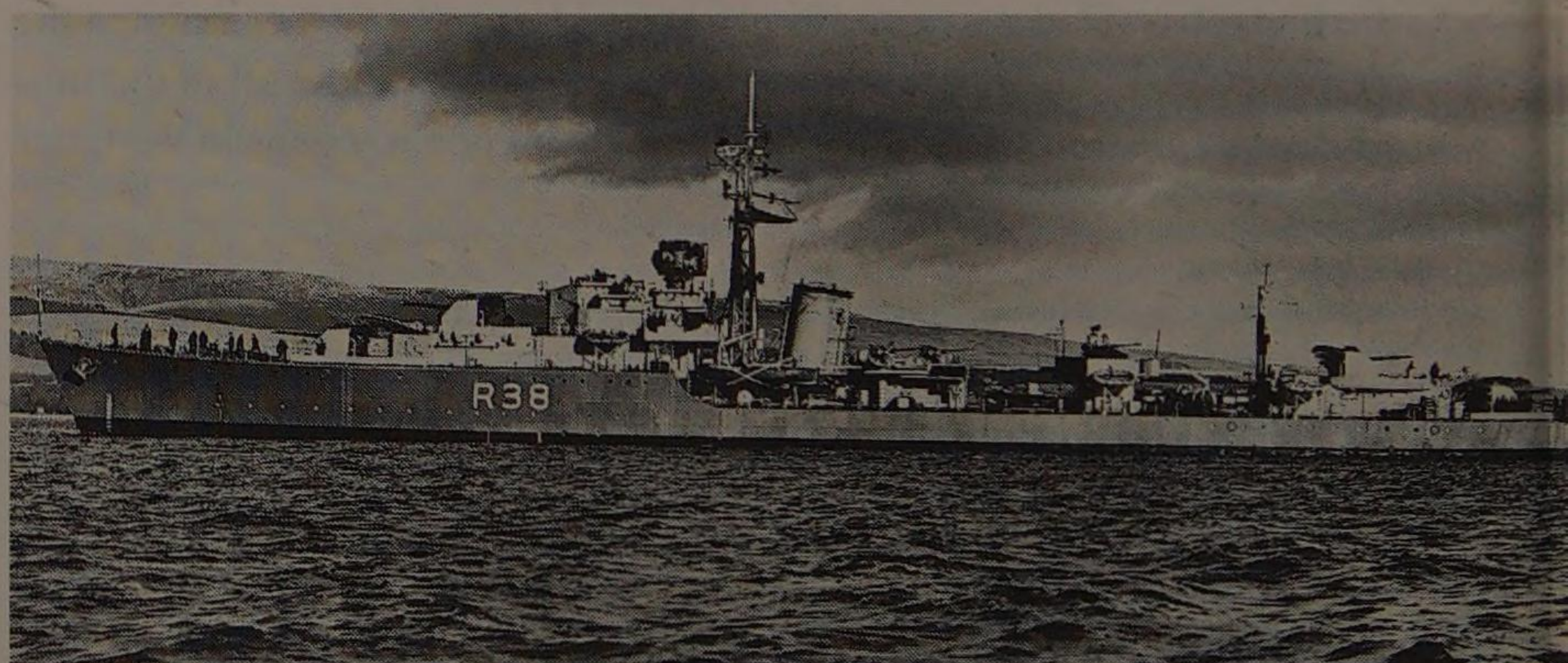




Top and above left: The *Comus* (top) and *Concord* (above left) with single 40mm replacing twin 20mm AA guns in the power-operated mountings aft of the funnel. There is no apparent provision for AW.RDF as the stump mast aft was omitted. (Thornycroft)

Above right: The *Constance*, like the *Cossack*, had single 2pdr replacing the twin 20mm AA guns in the power-operated mountings aft of the funnel, and had a stump mast aft for the AW.291 RDF. (Vickers)

Below: The *Crusader* (left) and *Crystal* (right) had single 40mm replacing the twin 20mm AA guns in the power-operated mountings aft of the funnel, and the latter has a stump mast stepped aft for the AW.291 RDF. (Yarrow/RCN)
Bottom: The *Saintes* running trials without her twin 40mm AA mountings, but with single 40m guns shipped in lieu of the 4in and twin 20mm AA guns. (Hawthorn Leslie)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 7/8/42							
R.43	COMUS	Thornycroft (Woolston)	Thornycroft (Woolston)	21. 8.43	14. 3.45	8. 7.46	Sold J Cashmore .../58, arrived Newport 12/11/58 for scrapping.
R.63	CORSO	-do-	-do-	18.11.43	14. 5.45	20.12.46	CONCORD (1946); sold T W Ward .../62, arrived Inverkeithing 22/10/62 for scrapping.
Ordered 12/8/92							
R.12	CONTEST	White (Cowes)	White (Cowes)	1.11.43	16.12.44	9.11.45	Sold T W Ward .../60, arrived Grays 2/2/60 for scrapping.
Ordered 14/8/92							
R.76	CONSORT	Stephen (Linthouse)	Stephen (Linthouse)	26. 5.43	19.10.44	19. 3.46	Sold Prince of Wales Dry Dock .../61, arrived Swansea 15/5/61 for scrapping.
Ordered 12/9/42							
R.34	COCKADE	Yarrow (Scotstoun)	Yarrow (Scotstoun)	11. 3.43	7. 3.44	29. 9.45	Sold J Cashmore .../64, arrived Newport 23/7/64 for scrapping.
R.26	COMET	-do-	-do-	14. 6.43	22. 6.44	6. 6.45	Sold West of Scotland Shipbreaking .../62, arrived Troon 23/10/62 for scrapping.
R.71	CONSTANCE	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	18. 3.43	22. 8.44	31.12.45	Sold T W Ward .../56, arrived Inverkeithing 8/3/56 for scrapping.
R.57	COSSACK (ii)	-do-	-do-	18. 3.43	10. 5.44	4. 9.45	Sold West of Scotland Shipbreaking .../61, arrived Troon 1/3/61 for scrapping.
Ordered 12/9/42							
R.68	CRACCHER	White (Cowes)	White (Cowes)	1. 2.44	23. 6.45	10. 7.46	CRISPIN (1946), Pakistani Navy JAHANGIR (1958); sold
R.82	CREOLE	-do-	-do-	3. 8.44	22.11.45	14.10.46	Pakistani Navy ALAMGIR (1958); sold
R.16	CRESCENT	J Brown (Clydebank)	J Brown (Clydebank)	16. 9.43	20. 7.44	21. 9.45	RCN (1945); sold Taiwanese shipbreaker .../71, left Victoria in tow for Kaohsiung 21/4/71 for scrapping.
R.35	CRETAN	Scotts (Greenock)	Scotts (Greenock)	24.11.43	6. 8.45	6. 9.46	CROMWELL (1946), RNN BERGEN (1946); sold
R.46	CROWN	-do-	-do-	16. 1.44	19.12.45	17. 4.47	RNN OSLO (1946); sold
R.27	CROZIER	Yarrow (Scotstoun)	Yarrow (Scotstoun)	26.10.43	19. 9.44	30.11.45	RNN TRONDHEIM (1946); sold .../12/61 & scrapped Belgium.
R.20	CRUSADER	J Brown (Clydebank)	J Brown (Clydebank)	15.11.43	5.10.44	26.11.45	RCN (1945); scrapped 1964.
R.38	CRYSTAL	Yarrow (Scotstoun)	Yarrow (Scotstoun)	13. 1.44	12. 2.45	9.2.46	RNN STAVANGER (1946); sold

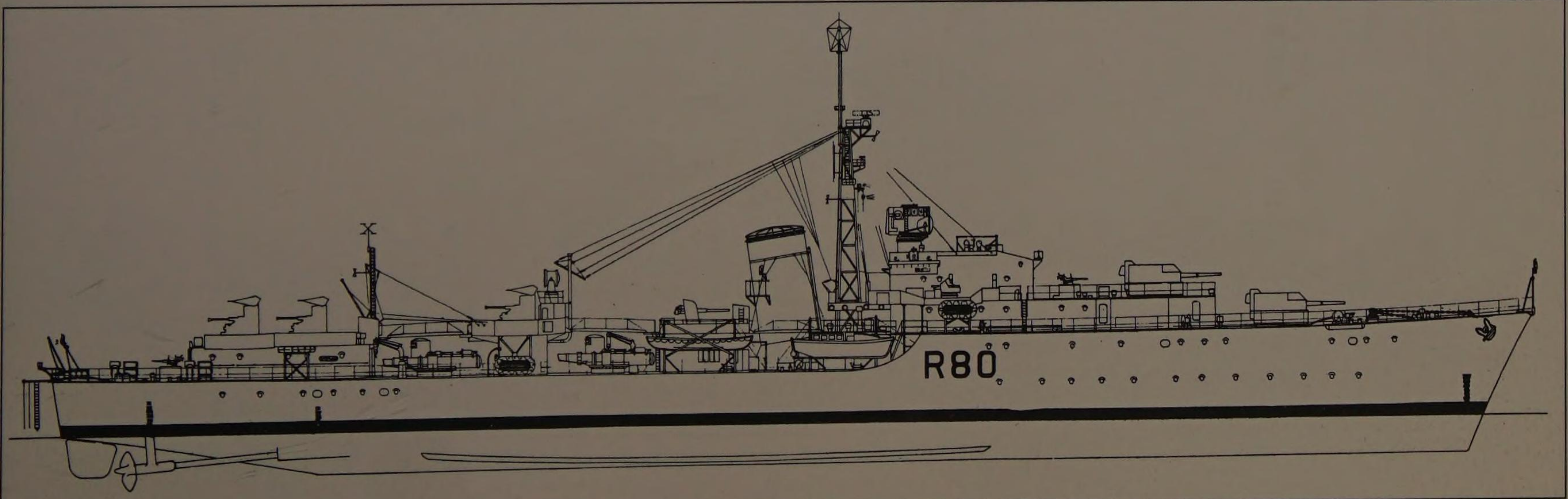
“Battle” class: (first group) *ARMADA, *BARFLEUR, CADIZ, CAMPERDOWN, FINISTERRE, GABBARD, GRAVELINES, HOGUE, LAGOS, *ST JAMES, ST KITTS, *SAINTES, SLUYS, *SOLEBAY, *TRAFALGAR.

This design was first considered in 1941 as part of the 1942 destroyer programme, and marked attention was given to anti-aircraft defence. War experience had shown that air attack was on a very much heavier scale than was envisaged before the war, and not surprisingly ships were inadequately armed to cope with it. Therefore, although the lack of a suitable dual purpose gun and high angle control system (HACS) for destroyers had been early recognised, the problem had not been pressed as there were other more urgent priorities with the knowledge then available. The fact that a destroyer hull

was not regarded as a stable platform for high angle fire seems an inadequate reason for depriving it of this essential means of self-defence. Once hostilities started there was certainly never any hesitation in deploying destroyers in areas where enemy aircraft dominated.

The design was cast around a twin 4·7in mounting with 85deg elevation, which needed RPC and a stabilised hull to be fully effective; and it was impracticable to think in terms of a single mounting as the savings in weight for power operation and loading were negligible. Two twin mountings were arranged well forward, where they had wide and clear arcs of fire; and for close air defence twin 40mm AA mountings were disposed to cover the arcs on each bow and quarter on the quadrantal system. They were mounted on each sides amidships (forward arcs), and were arranged *en echelon* on the after shelter deck (aft arcs). The decision to arm all future destroyers with the 4·5in DP gun, first implemented in the “Z” class, was also extended to cover this class; and they shipped the Mk. IV twin turret.

Below: External profile of the “Battle” class (first group).



The remainder of the armament was made up of a 4in gun aft of the funnel for firing starshell, four single 20mm AA guns mounted forward, in the bridge wings and aft; two banks of quadruple torpedo tubes, and four A/S mortars and two racks for 60 depth charges. Together with the Mk. VI HA/LA.DCT fitted with AR.275 RDF, AR.282 on each twin 40mm mounting, SW.272 and HF/DF on the tripod foremast, and AW.291 on a pole mast aft, dimensions again reached those of the “Tribal” class, but with a significant increase of 3¾ft in beam; while displacement was only moderately increased to 2,280 tons standard. A lattice foremast with SW.293 RDF was an early substitution for the original rig.

A slightly higher installed power was required to maintain fleet speed; but they still adhered to the two boiler arrangement, together with separate turbine and gearing rooms. As their introduction in other ships had received a mixed reception, fin stabilisers were only fitted in the *Camperdown* and *Finisterre* in a compartment forward of the boiler rooms.

With completion delayed by the non-availability of the Mk. VI HA/LA.DCT further modifications were worked-in while building. Twin 20mm AA mountings first replaced the single guns forward of the bridge and on the quarterdeck, and finally four single 40mm AA guns were shipped in all 20mm gun positions. Only the *Armada*, *Barfleur*, *Camperdown*, and *Hogue* shipped the 4in gun, and it was replaced by two single 40mm AA guns winged-out in all the others. Twin stabilised tachymetric AA gun (STAAG) 40mm AA mountings with AR.262 RDF replaced the earlier twin 40mm AA Hazemeyer mountings in the *Cadiz*, *Gravelines*, *St James*, *St Kitts*, *Saintes*, *Sluys*, *Solebay*, and *Vigo*; and the prototype twin 4.5in Mk. VI DP turret (later installed in the “D” class) was experimentally mounted on the *Saintes* in B position.

“BATTLE” CLASS (FIRST GROUP): WEIGHTS

Item	Weight
Hull & fittings	1,157 tons
Machinery	685 tons
Protection	21 tons
Armament	367 tons
Equipment	178 tons
Standard	2,408 tons
Oil fuel	699 tons
Reserve feed water	46 tons
Full load	3,153 tons



Above and below: The *Camperdown* (above) shows the main features of the “Battle” class: twin 4.5in DP guns in turrets forward, a Mk. VI HA/LA.DCT on the bridge fitted with AR.275 RDF, and increased freeboard resulting from a deeper hull. Another feature of the class was the secondary AA armament of four twin 40mm Hazemeyer mountings, supplemented—in the *Hogue* (below)—by four single 40mm shipped in place of twin 20mm guns in power-operated mountings. (IWM)

BATTLE CLASS (FIRST GROUP): LEGEND PARTICULARS

- Displacement:** 2,315 tons (3,290 tons full load) except * 2,325 tons (3,300 tons full load).
- Dimensions:** 355 (pp)/379 (oa) × 40¼ × 22d/10¾ (15¼ full load) feet.
- Machinery:** Two Admiralty 3-drum boilers (400lb/in² & 750°F), two shafts, Parsons SR geared turbines SHP 50,000 = 35¾ (31¼ full load) knots.
- Bunkers & radius:** O.F. 727 tons + 40 tons diesel oil, 4,400/.....nm @ 20/...k.
- Armament:** Four 4.5in DP (2×2), one 4in, eight 40mm AA (4×2), four 20mm AA (4×1) guns; ten 21in (2×5) T.T.
- Complement:** 247 except * 308.



The class was the best of the war-built destroyers, and a deeper hull markedly improved their seakeeping qualities. While they were often considered as too large for destroyers, they were far superior to pushing the overloaded “S” class hull to stress limits; and they no more than kept pace with foreign contemporaries as shown below:—

German Type 1942C: 2,818 tons; BHP 76,000 = 37½ knots: six 5.1in/120mm DP (3×2), three 55mm AA (3×1), fourteen 30mm (7×2) guns, eight 21in (2×4) T.T., 60 mines.

Japanese “Yugumo” class: 2,077 tons: SHP 52,000 = 35½ knots: six 5in DP (3×2), four 25mm AA (2×2) guns, eight 24in (2×4) T.T + eight reloads.

Japanese “Akitsuki” class: 2,701 tons: SHP 52,000 = 33 knots: eight 3.9in/100mm DP (4×2), four 25mm AA (2×2) guns, four 24in (1×4) T.T. + four reloads.

American “Fletcher” class: 2,050 tons: SHP 60,000 = 37 knots: five 5in DP (5×1), six 40mm AA (3×2), four 20mm AA (4×1) guns, ten 21in (2×5) T.T.

“Battle” class: (second group) *AGINCOURT, AISNE, *ALAMEIN, ALBUERA, BARROSA, BELLE ISLE, *CORUNNA, DUNKIRK, *MALPLAQUET, MATAPAN, *MONS, NAMUR, NAVARINO, OMDURMAN, *OUDENARDE, SAN DOMINGO.

While generally a repeat of the first group, the availability of the United States Navy Mk. 37 HA/LA.DCT and the twin 4.5in Mk. VI turret led to a fresh design being considered incorporating these features. The former was most successfully combined with GR.275 RDF, and replaced the Mk. VI DCT; but as the latter necessitated increased beam it was provisionally arranged that:—

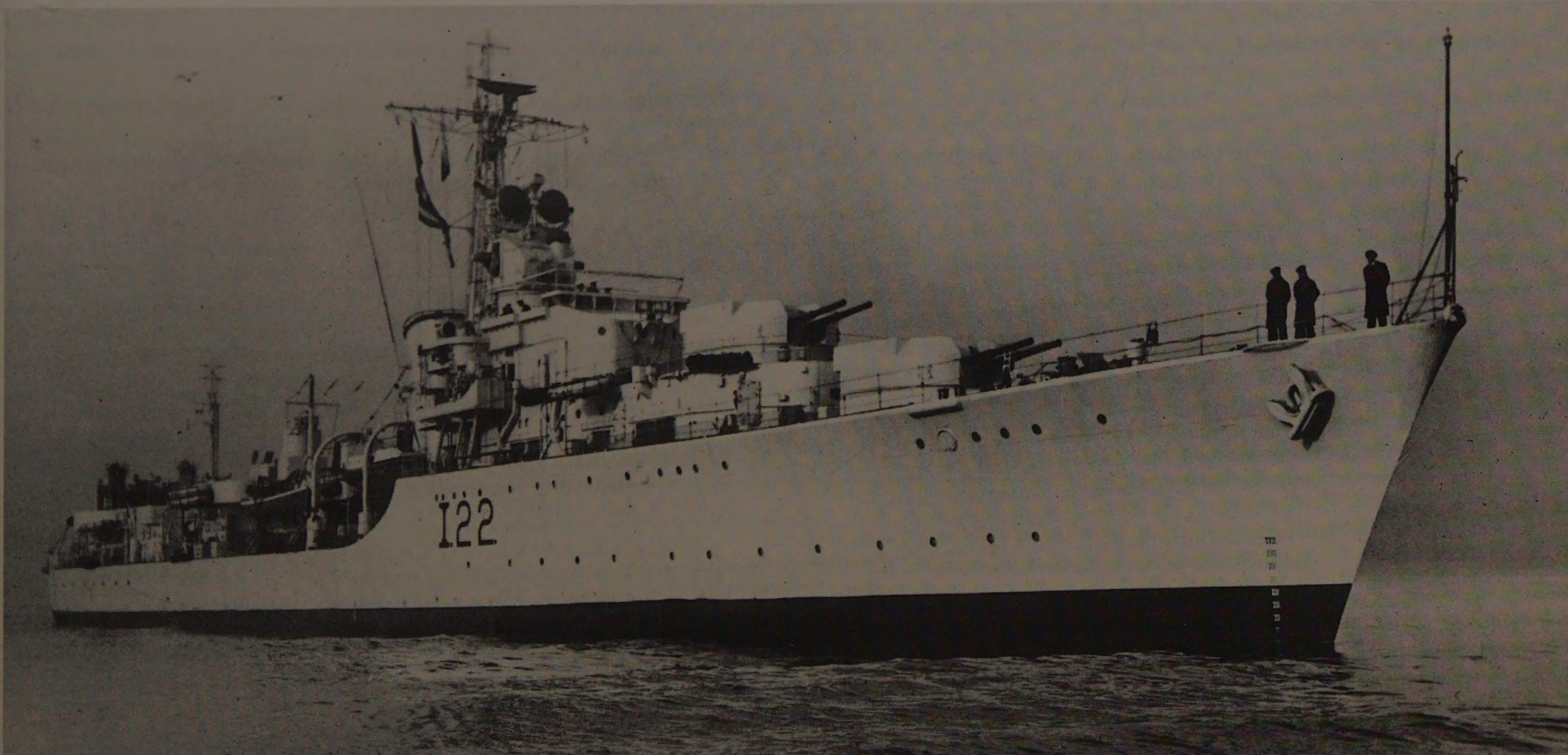
(a) the first 15 vessels were to ship the earlier Mk. IV twin turret;

(b) the next six vessels were to have the later Mk. VI twin turret; and

(c) the last five vessels were to be enlarged to have three Mk. VI twin turrets.

The programme, however, was then rationalised to three flotillas (24 vessels) to ship two Mk. IV turrets except the *Talavera* and *Trincomalee* which

Below: The second group of the “Battle” class were easily distinguishable by the much higher American Mk. 37 HA/LA.DCT fitted on the bridge, as shown here on the *Aisne*, together with a single 4.5in DP gun aft of the funnel. (Vickers)



American “Allen M Sumner” class: 2,200 tons: SHP 60,000 = 35½ knots: six 5in DP (3×2), twelve 40mm AA (2×4/2×2), eleven 20mm AA (11×1) guns, ten 21in (2×5) T.T.

The light AA armament of the Japanese vessels was later considerably reinforced with additional 25mm AA guns; while the German units, with four MAN diesel engines coupled to each shaft, had an unrivalled radius of action.

A fact less openly expressed was that surface torpedo attack on capital ships—whether aircraft carriers or battleships—with speeds usually in excess of 30 knots was past. Destroyers had been robbed of the element of surprise by RDF, they were faced with a numerous and highly efficient secondary battery in RDF control firing from a more stable gun platform; and the margin of speed between the attacker and attacked was now negligible, and in favour of the latter in adverse weather.

“BATTLE” CLASS (SECOND GROUP): WEIGHTS

Item	Weight
Hull & fittings	1,274 tons
Machinery	743 tons
Armament	435 tons
Equipment	241 tons
Board margin	26 tons
Standard	2,719 tons
Oil fuel	598 tons
Reserve feed water	43 tons
Full load	3,360 tons

were to have two Mk. VI twin turrets; while the two extra vessels—the *Vimiera* and *Ypres*—were not to be of an enlarged design, and would only have two Mk. VI twin turrets and increased beam, and the Royal Australian Navy were also to build two vessels to this design. This was finally amended to two flotillas with Mk. IV turrets, and one flotilla plus the two Royal Australian Navy units to have Mk. VI turrets and increased beam.

With the second group the earlier design was modified to include a single 4.5in DP gun with 55deg elevation in place of the 4in gun aft of the funnel,

which would make a homogeneous battery, and simplify control and ammunition supply arrangements; quintuple replaced the quadruple banks of torpedo tubes; and an ahead throwing weapon (Squid) was added aft. As compensation, the beam was increased by ¼ft, one twin 40mm AA and two twin 20mm AA mountings were removed (as with the first group an interim modification had ruled that a single 40mm AA gun was to replace all twin 20mm AA mountings), the searchlight was taken out, and only one rack was provided for 12 depth charges. The twin 40mm AA mounting removed was from amidships, and the remaining mounting was re-positioned on the centreline; and was later altered to STD control instead of being a STAAG mounting. Like the first group fin stabilisers were not installed; while a lattice replaced the tripod foremast.

The end of hostilities resulted in eight vessels of the second group being cancelled, of which five had already been launched; and the machinery had already been installed in the *Albuera*, *Namur*, and *Oudenarde*. All completed

“Battle” class: (third group) ANZAC, JUTLAND, POICTIERS, RIVER PLATE, ST LUCIA, SOMME, TALAVERA, TOBRUK, TRINCOMALEE, VIMIERA, WATERLOO, YPRES.

With this group the beam was increased by ½ft to accommodate the twin 4.5in DP Mk.VI turrets, the light AA armament was increased to three twin 40mm AA STAAG mountings and six single 40mm AA guns, and they reverted to the Mk. VI HA/LA director. The Royal Australian Navy pair had a large deckhouse aft of the funnel in place of the additional 4.5in DP, and mounted two single 40mm AA guns on its roof; and additional single 40mm AA guns were mounted forward, in the bridge wings, and aft (as in the first group). They were rigged with lattice masts, and had the same radar fit as the second group.

The end of the Second World War resulted in all ten Royal Navy vessels being cancelled, of which four had been launched, and the machinery was

“BATTLE” CLASS (SECOND GROUP): LEGEND PARTICULARS

Displacement: 2,380 tons (3,400 tons full load) except * 2,400 tons (3,420 tons full load).
Dimensions: 355 (pp)/379 (oa) × 40½ × 22d/10¾ (15¼ full load) feet.
Machinery: Two Admiralty 3-drum boilers (400lb/in² & 750°F), two shafts, Parsons SR geared turbines SHP 50,000 = 35¾ (31¼ full load) knots.
Bunkers & radius: O.F. 727 tons + 40 tons diesel oil, 4,400/.....nm @ 20/...k.
Armament: Five 4.5in DP (2×2/1×1), eight 40mm AA (3×2/2×1) guns; ten 21in (2×5) T.T.; three 12in A/S (1×3) mortars.
Complement: 232 except * 268.

vessels were rigged similarly to the first group with AW.293 RDF on the lattice foremast, GR. 275 on the DCT, AW.291 on a pole mast aft, AR.262 for the twin 40mm STAAG mountings, and AR.282 for the STD controlling the remaining twin 40mm AA mountings.

“BATTLE” CLASS (THIRD GROUP): LEGEND PARTICULARS

Displacement: 2,440 tons (3,450 tons full load).
Dimensions: 355 (pp)/379 (oa) × 40½ × 22d/11 (15½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (400lb/in² & 750°F), two shafts, Parsons SR geared turbines SHP 50,000 = 35¾ (31¼ full load) knots.
Bunkers & radius: O.F. 727 tons + 40 tons diesel oil, 4,400/.....nm @ 20/...k.
Armament: Four 4.5in DP (2×2), twelve 40mm AA (3×2/6×1) guns; ten 21in (2×5) T.T.; three 12in A/S (1×3) mortars.
Complement: 290.

already installed in the *Jutland*. The original 3-turret arrangement of the *Vimiera* and *Waterloo* served as fresh development for the later “D” class (q.v.), and the cancelled contracts were re-awarded as the *Danae* and *Delight*.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 27/4/42							
R.14	ARMADA	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	29.12.42	9.12.43	2. 7.45	Sold T W Ward 12/11/65, arrived Inverkeithing 18/12/65 for scrapping.
R.80	BARFLEUR	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	28.10.42	1.11.43	14. 9.44	Sold W H Arnott Young .././66, arrived Dalmuir 29/9/66 for scrapping.
R.32	CAMPERDOWN	Fairfield (Govan)	Fairfield (Govan)	30.10.42	8. 2.44	18. 6.45	Sold Shipbreaking Industries 9/9/70, arrived Faslane 24/9/70 for scrapping.
R.55	FINISTERRE	-do-	-do-	8.12.42	22. 6.44	11. 9.45	Sold W H Arnott Young .././67, arrived Dalmuir 12/6/67 for scrapping.
R.74	HOGUE	Cammell Laird (Birkhead)	Cammell Laird (Birkhead)	6. 1.43	21. 4.44	24. 7.45	Sold Malaysian shipbuilders 7/3/62, arrived Singapore .././62 for scrapping.
R.44	LAGOS	-do-	-do-	8. 4.43	4. 8.44	2.11.45	Sold P & W MacLellan .././67, arrived Bo'ness ../6/67 for scrapping.
R.18	ST KITTS	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	8. 9.43	4.10.44	21. 1.46	Sold T Young .././62, arrived Sunderland 19/2/62 for scrapping.
R.84	SAINTES	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	8. 6.43	19. 7.44	27. 9.46	Sold Shipbreaking (Queenborough) 26/6/72, arrived Cairn Ryan 1/9/72 for scrapping.
R.70	SOLEBAY (ii)	-do-	-do-	3. 2.43	22. 2.44	11.10.45	Sold West of Scotland Shipbreaking .././67, arrived Troon 11/8/67 for scrapping.
R.77	TRAFALGAR	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	15. 2.43	12. 1.44	23. 7.45	Sold W H Arnott Young 8/6/70, arrived Dalmuir .././70 for scrapping.
Ordered 12/8/42							
R.09	CADIZ	Fairfield (Govan)	Fairfield (Govan)	10. 5.43	16. 9.44	12. 4.46	Pakistani Navy KHAIBAR (1956); sold
R.47	GABBARD	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	2. 2.44	16. 3.45	10.12.46	Pakistani Navy BADR (1956); sold
R.24	GRAVELINES	Cammell Laird (Birkhead)	Cammell Laird (Birkhead)	10. 8.43	30.11.44	14. 6.46	Sold Shipbreaking Industries 22/3/61, arrived Rosyth 4/4/61 for scrapping.
R.65	ST JAMES	Fairfield (Govan)	Fairfield (Govan)	20. 5.43	7. 6.45	12. 7.46	Sold J Cashmore .././61, arrived Newport 19/3/61 for scrapping.

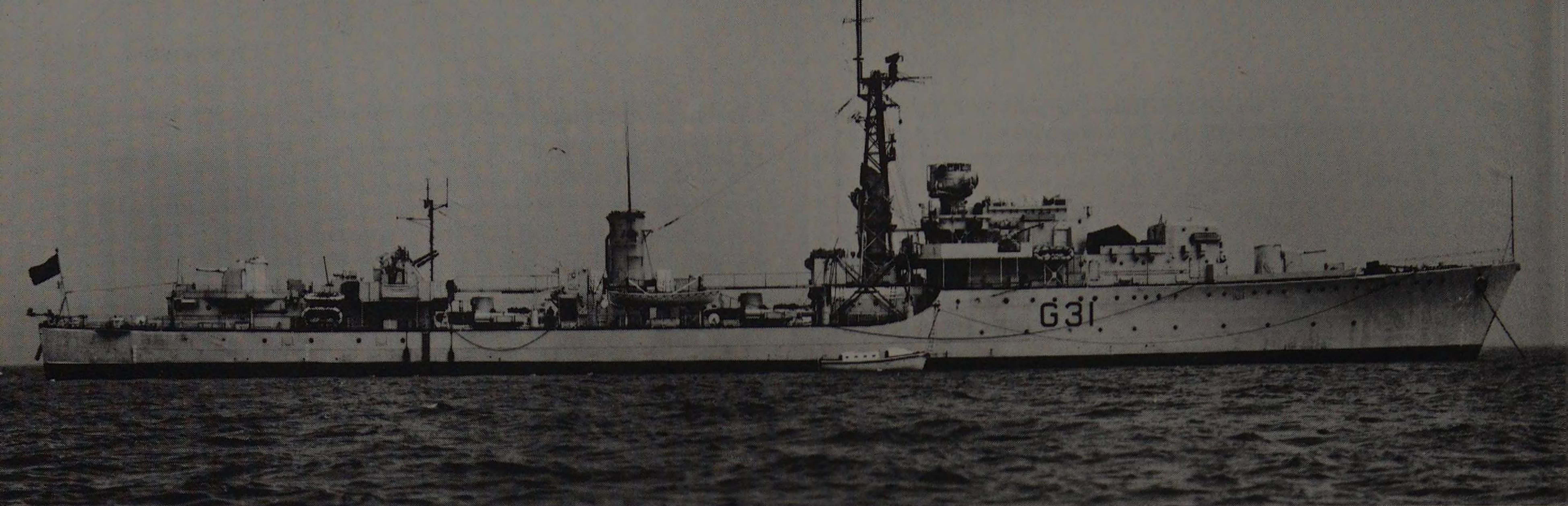
R.60	SLUYS	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	24.11.43	28. 2.45	30. 9.46	IIN ARTEMIS (1967); sold
R.31	VIGO	Fairfield (Govan)	Fairfield (Govan)	11. 9.43	27. 9.45	9.12.46	Sold Shipbreaking Industries .././64, arrived Faslane 6/12/64 for scrapping.
Ordered 10/3/43							
I.06	AGINCOURT	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	12.12.43	29. 1.45	25. 6.47	Sold Kitson Vickers 8/8/74, arrived Sunderland 27/10/74 for scrapping.
I.22	AISNE	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	26. 8.43	12. 5.45	20. 3.47	Sold T W Ward 3/6/70, arrived Inverkeithing 27/6/70 for scrapping.
I.17	ALAMEIN	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	1. 3.44	28. 5.45	21. 5.48	Sold Hughes Bolckow .././64, arrived Blyth 1/12/64 for scrapping.
I.51	ALBUERA	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	16. 9.43	28. 8.45	.....	Cancelled 23/10/45; sold incomplete T W Ward .././50, arrived Inverkeithing 21/11/50 for scrapping.
I.68	BARROSA	J Brown (Clydebank)	J Brown (Clydebank)	28.12.43	17. 1.45	14. 2.47	Sold Hughes Bolckow 2/8/78, arrived Blyth ../12/78 for scrapping.
I.43	MATAPAN	-do-	-do-	11. 3.44	30. 4.45	5. 9.47	Sold Kitson Vickers 18/5/79, arrived Blyth ../8/79 for scrapping.
Ordered 23/4/43							
I.88	BELLE ISLE	Fairfield (Govan)	Fairfield (Govan)	10.11.43	7. 2.46	.....	Cancelled 23/10/45, sold incomplete West of Scotland Shipbreaking 25/3/46, arrived Troon ../5/46 for scrapping.
I.97	CORUNNA	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	12. 4.44	29. 5.45	6. 6.47	Sold Kitson Vickers 8/8/74, arrived Sunderland 23/11/74 for scrapping.
I.16	JUTLAND (i)	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	14. 8.44	2.11.45	.....	Cancelled 23/10/45, sold incomplete Shipbreaking Industries 17/10/57, arrived Rosyth ../10/57 for scrapping.
I.53	MONS (i)	-do-		29. 6.45	.....	.....	Cancelled 23/10/45 & scrapped on slip.
I.58	NAMUR	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	29. 4.44	12. 6.45	.....	Cancelled 23/10/45, sold incomplete T W Ward 10/1/51, arrived Barrow ../2/51 for scrapping.
I.82	NAVARINO	-do-	-do-	22. 5.44	21. 9.45	.....	Cancelled 23/10/45, sold incomplete T W Ward 25/3/46, arrived Preston ../4/46 for scrapping.
I.98	OMDURMAN	Fairfield (Govan)		8. 3.44	.....	.....	Cancelled 23/10/45 & scrapped on slip.
I.02	OUDENARDE	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	12.10.44	11. 9.45	.....	Cancelled 23/10/45, sold incomplete Shipbreaking Industries 10/12/57, arrived Rosyth ../12/57 for scrapping.
I.10	POICTIERS	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	9. 2.45	4. 1.46	.....	Cancelled 23/10/45, sold incomplete T Young 25/3/46, arrived Sunderland 29/4/46 for scrapping.
I.83	RIVER PLATE	Swan Hunter & Wigham Richardson (Wallsend)	.....	11. 4.45	.....	.....	Cancelled 23/10/45 & scrapped on slip.
I.42	ST LUCIA	Stephen (Linthouse)	.....	19. 1.45	.....	.....	Cancelled 23/10/45 & scrapped on slip.
I.37	SAN DOMINGO	Cammell Laird (Birkenhead)	.....	9.12.44	.....	.....	Cancelled 23/10/45 & scrapped on slip.
I.31	SOMME	-do-	.....	24. 2.45	.....	.....	Cancelled 23/10/45 & scrapped on slip.
Ordered 24/4/43							
I.09	DUNKIRK	Stephen (Linthouse)	Stephen (Linthouse)	19. 7.44	27. 8.45	27.11.46	Sold Shipbreaking Industries .././65, arrived Faslane 22/11/65 for scrapping.
I.62	MALPLAQUET	Stephen (Linthouse)	Stephen (Linthouse)	27.11.44	20. 2.46	30. 4.47	JUTLAND (ii) (1945); sold Hughes Bolckow .././65, arrived Blyth 14/5/65 for scrapping.
Ordered 5/6/43							
I.72	TALavera	J Brown (Clydebank)	J Brown (Clydebank)	4. 9.44	27. 8.45	.....	Cancelled 23/10/45, sold incomplete West of Scotland Shipbreaking .././45, arrived Troon ../1/46 for scrapping.
I.59	TRINCOMALEE	-do-	-do-	27. 2.45	8. 1.46	.....	Cancelled 23/10/45, sold incomplete West of Scotland Shipbreaking ../2/46, arrived Troon ../2/46 for scrapping.
I.07	VIMIERA (ii)	Fairfield (Govan)	.....	14. 6.45	.....	.....	WATERLOO (1945); cancelled 23/10/45 & scrapped on slip.
Ordered 7/10/44							
D.59	ANZAC (ii)	Williamstown Dockyard	Williamstown Dockyard	23. 9.46	20. 8.48	22. 3.51	RAN; sold British shipbreaker 24/11/75, arrived Hong Kong ../1/76 for scrapping.
D.37	TOBRUK	Cockatoo (Sydney)	Cockatoo (Sydney)	5. 8.46	20.12.47	17. 5.50	RAN, sold Japanese shipbreaker 27/1/72, left Sydney in tow 10/4/72 for Japan for scrapping.

“Weapon” class: *†BATTLEAXE, *BROADSWORD, CARRONADE, CLAYMORE, CROSSBOW, CULVERIN, CUTLASS, DAGGER, DIRK, GRENADE, HALBERD, HOWITZER, LONGBOW, MUSKET, PONIARD, RIFLE, SPEAR, SWORD, TOMAHAWK.

All the destroyers of the 1941/42 programmes were of the “Battle” class, but there were many yards which could not accommodate vessels of this

size. So, to keep them employed, the destroyers of the 1944 programme again reverted to the smaller dimensions of the “S” class.

As a full AA armament was required the twin 4in AA mounting had, perforce, to be accepted; although it had been persistently rejected since the outbreak of the war—with the exception of four “L” class destroyers—as too light for fleet destroyers. A surprising innovation was the unit arrangement for main machinery, which despite the penalties of extra length and weight, facilitated damage control; while the detached boiler rooms necessi-



“WEAPON” CLASS: WEIGHTS

Item	Weight
Hull & fittings	1,009 tons
Machinery	600 tons
Armament	258 tons
Equipment	163 tons
Board margin	13 tons
Standard	2,043 tons
Oil fuel	620 tons
Reserve feed water	39 tons
Full load	2,702 tons

tated separate funnels. The unit arrangement was standard in larger warships and in United States Navy destroyers, and there was little likelihood of a single hit resulting in the loss of all main power. Compared with the “S” class the hull was slightly lengthened, and the beam increased, to accommodate this arrangement; and the forward unit powered the starboard shaft.

The designed armament was three twin 4in AA mountings in A, B, and X positions; two twin 40mm AA mountings on each side at the fore end of the aft shelter deck, two twin 20mm AA mountings in the bridge wings, two quadruple banks of torpedo tubes, and four A/S mortars and two racks for

Above: The *Broadsword* had her Squid ATW mounted forward in B position. (Yarrow)

Right: The *Crossbow* had her Squid ATW mounted aft in X position. (Thornycroft)

50 depth charges. If one bank of torpedo tubes was removed TSDS could be fitted, or six 20mm AA guns added; and if both banks were removed two ahead throwing weapons (Limbo or Squid) could be mounted in positions forward (B) or aft (X).

The end of hostilities resulted in 15 units being cancelled, of which nine had already been laid down. The remaining four had their armament modified when two ahead throwing weapons replaced a twin 4in AA mounting (this had been recommended earlier but turned down), single 40mm AA guns replaced the twin 20mm AA mountings in the bridge wings, the two twin 40mm AA were to have STAAG mountings instead of STD with its associated AR.282 RDF, quintuple banks of torpedo tubes were to be fitted, and depth charge stowage was reduced to 15 with a single rack. The ahead throwing weapons were mounted in B position forward in the *Battleaxe* and *Broadsword*, and in X position aft in the *Crossbow* and *Scorpion*; and double Squid was fitted except in the *Scorpion* which had newer Limbo.

Rigging followed the established pattern with GW.293 RDF and HF/DF carried on the lattice foremast, AW.291 on a pole mast aft, GR.275 on the Mk. VI HA/LA DCT, AR.262 on the STAAG mountings, and AR.282 AR on the barrage director aft of the funnel (not fitted in the *Crossbow* and *Scorpion* which had both their twin 4in AA mountings forward). The slim fore funnel was enclosed by the lattice mast, and had a smoke deflecting cowl at its head; and a small aft funnel was stepped between the torpedo tubes.



“WEAPON” CLASS: LEGEND PARTICULARS

Displacement: 1,980 tons (2,825 tons full load).

Dimensions: 341½ (pp)/365 (oa) × .../38 (max) × 20¾d/10¼ (14¾ full load) feet.

Machinery: Two Foster-Wheeler water-tube boilers (400lb/in² except * 430lb/in² & 750°F), Parsons SR geared turbines SHP 40,000 = 34 (31 full load) knots.

Bunkers & radius: O.F. 630 tons, 5,000/.....nm @ 20/...k.

Armament: Four 4in AA (2×2), six 40mm AA (2×2/2×1) guns; ten 21in (2×5) T.T.; six 12in A/S (2×3) mortars.

Complement: 234 except † 254.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 3/2/43							
G.85	SWORD ex-Celt	White (Cowes)	.....	17. 9.45	.....	.....	Suspended 17/10/45 & scrapped on slip.
G.64	TOMAHAWK ex-Centaur	-do-	White (Cowes)	16.12.44	15. 8.46	17. 9.47	SCORPION (ii) (1946); sold P & W MacLellan 4/6/71, arrived Bo'ness 17/6/71 for scrapping
Ordered 2/4/43							
G.18	BATTLEAXE (ii)	Yarrow (Scotstoun)	Yarrow (Scotstoun)	22. 4.44	12. 6.45	23.10.47	Sold Hughes Bolckow ../../64, arrived Blyth 20/10/64 for scrapping.

G.31	BROADSWORD	-do-	-do-	20. 7.44	5. 2.46	4.10.48	Sold T W Ward 12/6/68, arrived Inverkeithing 8/10/68 for scrapping.
G.96	CROSSBOW	Thornycroft (Woolston)	Thornycroft (Woolston)	26. 8.44	20.12.45	4. 3.48	Sold T W Ward 14/12/71, arrived Briton Ferry 21/1/72 for scrapping.
G.28	CULVERIN	-do-	.....	27. 4.44	 3.46	.....	Cancelled 5/10/45; sold incomplete T W Ward ..3/46, arrived Grays ..3/46 for scrapping.
Ordered 7/4/43							
G.82	CARRONADE	Scotts (Greenock)	Scotts (Greenock)	26. 4.44	4. 4.46	.....	Cancelled 5/1/46, sold incomplete West of Scotland Shipbreaking 4/4/46, arrived Troon 5/4/46 for scrapping.
G.34	CLAYMORE (ii)	-do-	-do-	.....	.....	.....	Cancelled 2610/45.
Ordered 24/4/43							
G.74	CUTLASS (ii)	Yarrow (Scotstoun)	Yarrow (Scotstoun)	28. 9.44	20. 3.46	.....	Cancelled 5/1/46; sold incomplete West of Scotland Shipbreaking 20/3/46, arrived Troon 20/3/46 for scrapping.
G.23	DAGGER (ii)	-do-	.....	7. 3.45	.....	.....	Cancelled 2/11/45 & scrapped on slip.
G.44	HOWITZER	Thornycroft (Woolston)	.....	26. 2.45	.....	.....	Cancelled 5/10/45 & scrapped on slip.
G.78	MUSKET	White (Cowes)	.....	.....	.....	.....	Suspended 17/10/45.
Ordered 29/4/43							
G.02	DIRK	Scotts (Greenock)	.....	.....	.....	.....	Cancelled 26/10/45.
G.53	GRENADE (ii)	-do-	.....	.....	.....	.....	Cancelled 23/12/44.
G.99	HALBERD	-do-	.....	.....	.....	.....	Cancelled 23/12/44
Ordered 23/5/43							
G.21	RIFLE	Denny (Dumbarton)	.....	30. 6.44	.....	.....	Cancelled 27/12/45 & scrapped on slip.
G.30	SPEAR	-do-	.....	29. 9.44	.....	.....	Cancelled 27/12/45 & scrapped on slip.
Ordered 27/5/43							
G.55	Longbow	Thornycroft (Woolston)	.....	11. 4.45	.....	.....	Cancelled 5/10/45 & scrapped on slip.
G.06	PONIARD	Scotts (Greenock)	.....	.....	.....	.....	Cancelled 23/12/45.

“D” class: DAINTY, DANAE, *†DARING, DECOY, DELIGHT, DEMON, DERVISH, DESIRE, DESPERATE, †DIAMOND, DIANA, *DISDAIN, DOGSTAR, *†DRAGON, *†DRUID, DUCHESS, †§VAMPIRE, †§VENDETTA, †§VOYAGER, †§WATERHEN.

As originally envisaged this class were 3-turreted versions of the “Battle” class to screen the carrier squadrons against surface torpedo, submarine, and air attacks; and the outline specifications were for a vessel of 4,800 tons, 420ft length, and powered by turbines of 72,000 SHP for a speed of 32 knots in the full load condition. Fortunately, a halt was called to this unchecked upward spiral of development; and staff requirements were met by a considerably smaller design that incorporated the unit arrangement of machinery, higher steam pressure and temperature, and double-reduction (DR) gearing to secure a better propulsive efficiency.

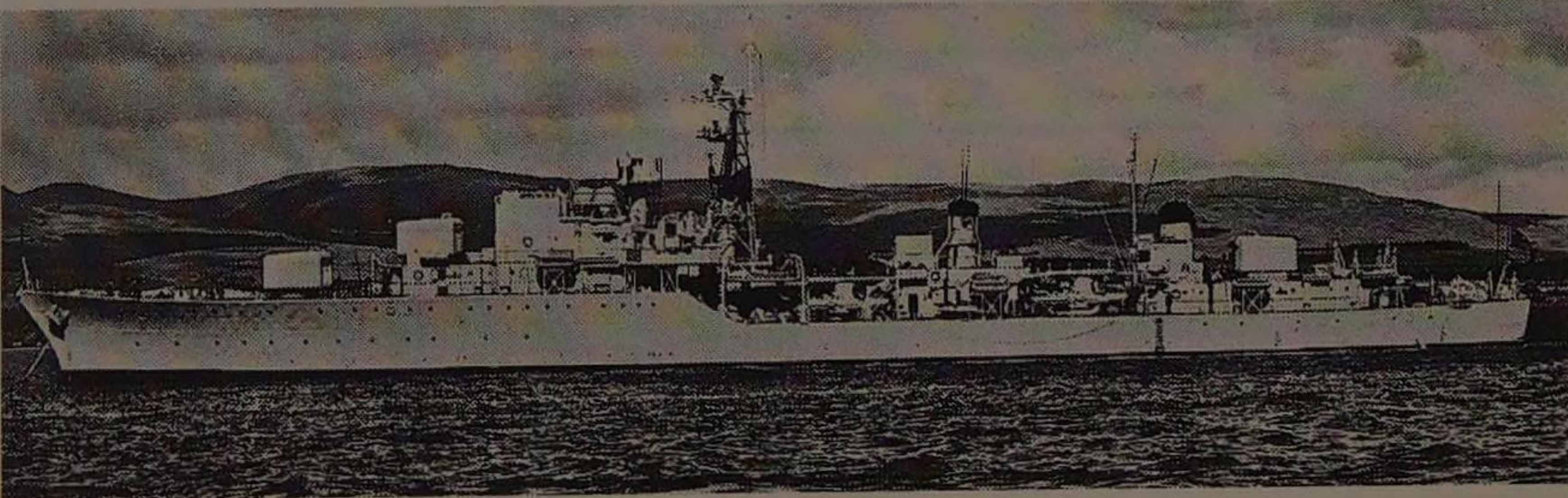
All-welded construction, which had first been undertaken by White for the *Contest* and those units of the “Weapon” class allocated to them, was extended to the whole class; together with aluminium alloy panels for partition bulkheads, ½in protective plating to the turrets/turret rings/bridge face and sides; with ¼in plating to the cable runs from the Mk. VI HA/LA.DCT to the transmitting station, and the transmitting station to the turrets. However, as all yards did not have the facilities for complete welding, composite construction—part riveted, part-welded—had to be resorted to in some units. The close of hostilities resulted in eight Royal Navy vessels being cancelled, and the remaining units were re-named—where necessary—to perpetuate the names of the original 1930 “D” class.

Their construction was not hurried, and they did not enter service until 1952/53. The Royal Australian Navy vessels were laid down in pairs in 1949 and 1952; and it was not until two years later that the final unit—the *Waterhen*—was cancelled. Like their British counterparts they also perpetuated the names of the earlier “V”/“W” classes in their service.

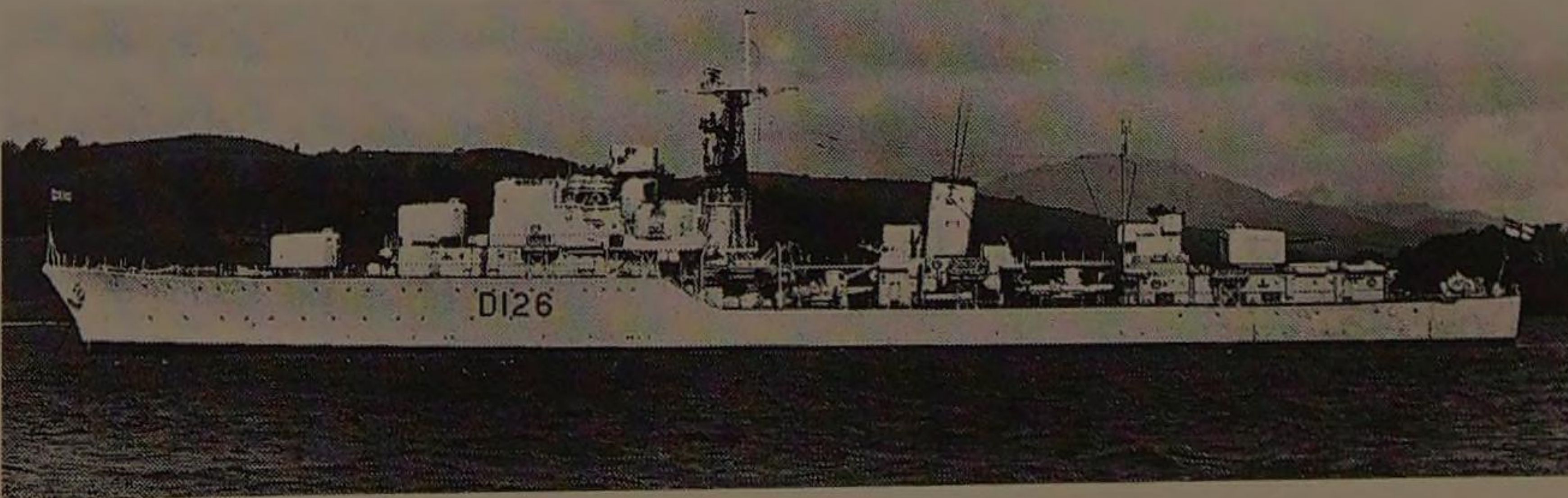
The electrical installation in the *Dainty*, *Daring*, *Defender* (ex-*Dogstar*), and *Delight* (ex-*Disdain*) was DC, whereas it was AC in the *Diamond*, *Diana* (ex-*Druid*), *Decoy* (ex-*Dragon*), *Duchess*, and the Royal Australian Navy vessels. The funnel arrangements were similar to the “Weapon” class; and as the Babcock & Wilcox boilers were of the totally enclosed type those vessels

“D” CLASS: WEIGHTS

Item	Weight
Hull & fittings	1,274 tons
Machinery	743 tons
Armament	435 tons
Equipment	241 tons
Board margin	26 tons
Standard	2,719 tons
Oil fuel	598 tons
Reserve feed water	43 tons
Full load	3,360 tons



Above and below: The unattractive rig of the *Decoy* (above) and *Diana* (below) with small widespread funnels, the fore funnel with its conspicuous cap enclosed by the lattice mast, stump mast aft for the AW.RDF, and catwalks over the T.T. Control arrangements comprise a Mk. VI HA/LA.DCT on the bridge, and an MRS.1 director aft; and all warning RDF is now carried on the foremast, together with HF/DF at the topmast head. (Yarrow)





in which they were installed did not have their boiler rooms under pressure. In the *Diamond* only the HP stages were provided by British Thompson-Houston turbines.

The armament was only slightly altered from that originally proposed. A STAAG mounting was not provided for the aft twin 40mm AA guns; an MRS.1 DCT replaced the earlier barrage director, together with the two single 40mm AA guns that were to be mounted abreast it; and an ahead throwing weapon (Squid) replaced four A/S mortars and two racks for 70 depth charges on the quarterdeck. Carried on the lattice foremast were GW.293 RDF, AW.291, and HF/DF; while type GR 275 was carried on the HA/LA.DCT, and type AR 262 on the STAAG mountings in the bridge wings. As completed the ships' displacements rose to 2,830 (standard)/3,580 (full load) tons.

Above: The *Duchess* on trials, lacking twin 40mm mountings. (Thornycroft)

“D” CLASS: LEGEND PARTICULARS

- Displacement:** 2,610 tons (3,360 tons full load).
- Dimensions:** 366 (pp)/390 (oa) ×/43 (max) × 22½d/10½ (13½ full load) feet.
- Machinery:** Two Foster-Wheeler except * Babcock & Wilcox water-tube boilers (650lb/in² & 850°F), two shafts, Parsons except ‡ English Electric DR geared turbines SHP 54,000 = 34 (31½ full load) knots.
- Bunkers & radius:** O.F. 598 tons, 4,400/.....nm @ 20/...k.
- Armament:** Six 4.5in DP (3×2), six 40mm AA (3×2), four 20mm AA (4×1) guns; ten 21in (2×5) T.T.
- Complement:** 278 except † 308 and §297.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 5/6/43							
I.05	VIMIERA (iii)	Cammell Laird (Birkenhead)	.....	.....	.....	.....	DANAE (ii) (1945); cancelled 18/12/45.
I.08	YPRES	Fairfield (Govan)	Fairfield (Govan)	5. 9.46	21.12.50	9.10.53	DISDAIN (1945), DELIGHT (iii) (1946); sold T W Ward 12/9/70, arrived Inverkeithing ..12/70 for scrapping.
Ordered 24/1/45							
I.52	DAINTY (ii)	White (Cowes)	White (Cowes)	17.12.45	16. 8.50	26. 2.53	Sold Shipbreaking (Queenborough) 1/1/71, arrived Cairn Ryan ../71 for scrapping.
I.15	DARING (ii)	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	29. 9.43	10. 8.49	8. 3.52	Sold Hughes Bolckow 26/5//71, arrived Blyth 15/6/71 for scrapping.
I.40	DECOY (ii)	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	.....	.....	.....	Cancelled 18/12/45.
I.45	DELIGHT (ii)	-do-	-do-	.....	.....	.....	Cancelled 18/12/45.
I.35	DEMON	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	.....	.....	.....	Cancelled 18/12/45.
I.73	DERVISH	White (Cowes)	White (Cowes)	.....	.....	.....	Cancelled 18/12/45.
I.87	DESPERATE	J Brown (Clydebank)	J Brown (Clydebank)	.....	.....	.....	Cancelled 27/12/45.
I.81	DIAMOND (ii)	-do-	-do-	15. 3.49	14. 6.50	21. 2.52	Sold Medway Secondary Metals ../81, arrived Rainham 12/11/81 for scrapping.

Ordered 16/2/45

I.19	DESIRE (ii)	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	.....	.....	.....	Cancelled 18/12/45.
I.77	DIANA (ii)	-do-	-do-	.....	.....	.....	Cancelled 18/12/45.
I.47	DOGSTAR	Stephen (Linthouse)	Stephen (Linthouse)	22. 3.49	27. 7.50	5.12.52	DEFENDER (ii) (1946); sold J A White 10/5/72, arrived St Davids-on-Forth .././72 for scrapping.
I.56	DRAGON (ii)	Yarrow (Scotstoun)	Yarrow (Scotstoun)	22. 9.46	29. 3.49	28. 4.53	DECOY (iii), Peruvian Navy FERRE (1969); sold
I.26	DRUID	-do-	-do-	3. 4.47	8. 5.52	19. 3.43	DIANA (iii) (1946), Peruvian Navy PALACIOS (1969); sold
I.94	DUCHESS (ii)	Thornycroft (Wools-ton)	Thornycroft (Wools-ton)	2. 7.48	9. 4.51	23.10.52	RAN (1964); sold Japanese shipbreaker .././80, arrived Japan ../6/80 for scrapping.

Ordered 3/12/46

D.11	VAMPIRE (ii)	Cockatoo (Sydney)	Cockatoo (Sydney)	1. 7.52	27.10.56	23. 6.59	RAN; museum ship (1988).
D.08	VENDETTA (ii)	Williamstown Dock-yard	Williamstown Dock-yard	1. 7.49	3. 5.54	26.11.58	RAN; sold
D.04	VOYAGER (ii)	Cockatoo (Sydney)	Cockatoo (Sydney)	10.10.49	1. 3.52	12. 2.57	RAN; lost collision RAN aircraft carrier MELBOURNE off Jervis Bay 11/2/64.
D....	WATERHEN (iii)	Williamstown Dock-yard	Williamstown Dock-yard	 2.52	.....	.....	RAN; cancelled .././54 & scrapped on slip.

“G” class: GAEL, GALLANT, GAUNTLET, GIFT, GLOWWORM, GRAFTON, GREYHOUND, GUERNSEY.

A similar provision for smaller destroyers had to be made in the 1944 programme, like that of two years earlier, to keep the smaller building berths occupied, and to maintain numerical output. While generally adhering to the design of the “Weapon” class, with this class the beam was increased to accommodate two twin 4·5in DP Mk. VI turrets, one forward and one aft, in place of the twin 4in AA mountings; but with the remainder of the armament unaltered except that quintuple torpedo tubes were proposed.

Alternative armaments included removing the aft bank of torpedo tubes and doubling the A/S weapons to four mortars and two racks for 100 depth charges, and removing the forward bank further to increase depth charge stowage by 50; or removing the after bank of torpedo tubes to fit TSDS, or removing both banks of torpedo tubes and installing two ahead throwing weapons (Squid); or removing one bank of torpedo tubes and augmenting the light AA armament to eight 20mm AA (4×2) guns in two power-worked (forward of the bridge) and two hand-worked mountings.

The twin 40mm STAAG mountings were moved amidships, to abreast the aft funnel, which was enclosed in a streamlined casing. Control arrangements comprised a Mk. VI HA/LA.DCT with GR.275 radar on the bridge,

“G” CLASS: LEGEND PARTICULARS

Displacement: 1,995 tons (2,740 tons full load).
Dimensions: 341½ (pp)/365 (oa) × 39½ × 20¾d/10¼ (14¼ full load) feet.
Machinery: Two Foster-Wheeler water-tube boilers (400lb/in² & 750°F), two shafts, Parsons SR geared turbines SHP 40,000 = 34 (30½ full load) knots.
Bunkers & radius: O.F. 586 tons, 5,000/.....nm @ 20/...k
Armament: Four 4·5in DP (2×2), four 40mm AA (2×2), four 20mm AA (2×2) guns; ten 21in (2×5) T.T.
Complement: 280.

AR.262 on the STAAG mountings, with the MRS.1 DCT between them. Fitted on the lattice foremast, which enclosed the fore funnel, were GW.293 RDF, AW.291, and HF/DF.

As no work had started on the class they were all cancelled after the close of hostilities; which was, perhaps, unfortunate as they were markedly superior to the “CO”/“CR” classes; but the latter were well advanced, and there was little choice other than to complete them. They could engage four air targets simultaneously with controlled fire, and two others in local control; and the power-operated 4·5in gun had a sustained rate of 20 rounds/min, while the hand-worked 4·7in could seldom better 12 rounds/min until the ready-use shell at the gun was exhausted.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 12/7/44							
G.19	GUERNSEY	Denny (Dumbarton)	Denny (Dumbarton)	.....	.....	.....	Cancelled 12/12/45.
G.40	GLOWWORM (ii)	-do-	-do-	.....	.....	.....	GUINEVERE (1945), GIFT (ii) (1945); cancelled 12/12/45.
Ordered 30/8/44							
G.07	GAEL (ii)	Yarrow (Scotstoun)	Yarrow (Scotstoun)	.....	.....	.....	Cancelled 18/12/45.
G.03	GALLANT (ii)	-do-	-do-	.....	.....	.....	Cancelled 18/12/45.
G.59	GAUNTLET	Thornycroft (Wools-ton)	Thornycroft (Wools-ton)	.....	.....	.....	Cancelled 18/12/45.
G.67	GIFT (i)	-do-	-do-	.....	.....	.....	GLOWWORM (iii) (G.45 – 1945); cancelled 18/12/45.
G.76	GRAFTON (ii)	White (Cowes)	White (Cowes)	.....	.....	.....	Cancelled 12/12/45.
G.88	GREYHOUND	-do-	-do-	.....	.....	.....	Cancelled 12/12/45.

Ex-French: MISTRAL, OURAGAN.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Seized 3/7/40							
H.03	MISTRAL	Chantiers de la Medi-terranée (La Seyne)	Chantiers de la Medi-terranée (La Seyne)	.....	6. 6.25	.....	Returned French Navy 24/8/45; scrapped 17/2/50.
H.16	OURAGAN	Chantiers Navals Français (Caen)	Chantiers Navals Français (Caen)	4. 8.23	6.12.24	 1.27	French Navy (1943); scrapped 7/4/49.

Escort Destroyers

The need for two main types of destroyers—one for fleet work and one for escort duties—was not new in principle; and it had been common practice for many years to allocate older destroyers to escort work as new construction replaced them in the fleet. However, when new construction dropped to one flotilla (nine vessels) per year, too few old destroyers became available for escort work.

The only alternative was to build special escort destroyers, which lacking the speed and torpedo armament of the fleet unit, and armed with dual-purpose guns, could be reduced in size and cost to speed their construction. This basically was the genesis of the fast escort vessels (subsequently classed as escort destroyers) which it was impolitic to class as a destroyer at the time owing to various naval treaties.

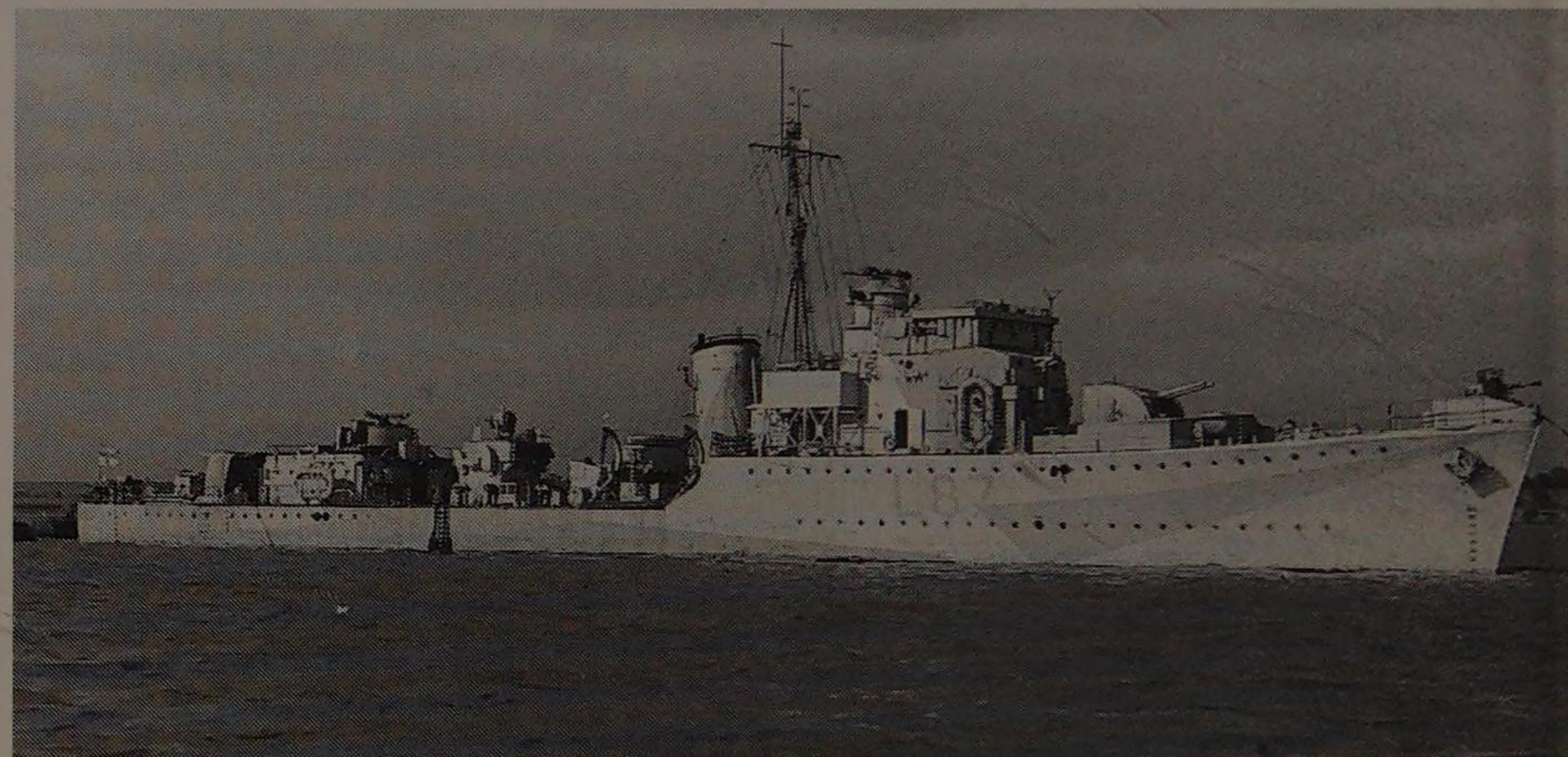
The sloop *Bittern*, completed in 1938, was taken as a model possessing most of the desirable qualities. A vessel of 1,190 tons, she had dimensions of 262 (pp)/282 (oa) × 37 × 8¼ feet, was powered by geared turbines of 3,300 SHP for a speed of 18¾ knots, and was armed with six 4in AA (3×2) guns controlled by an HA.DCT on the bridge, and provided with fin stabilisation.

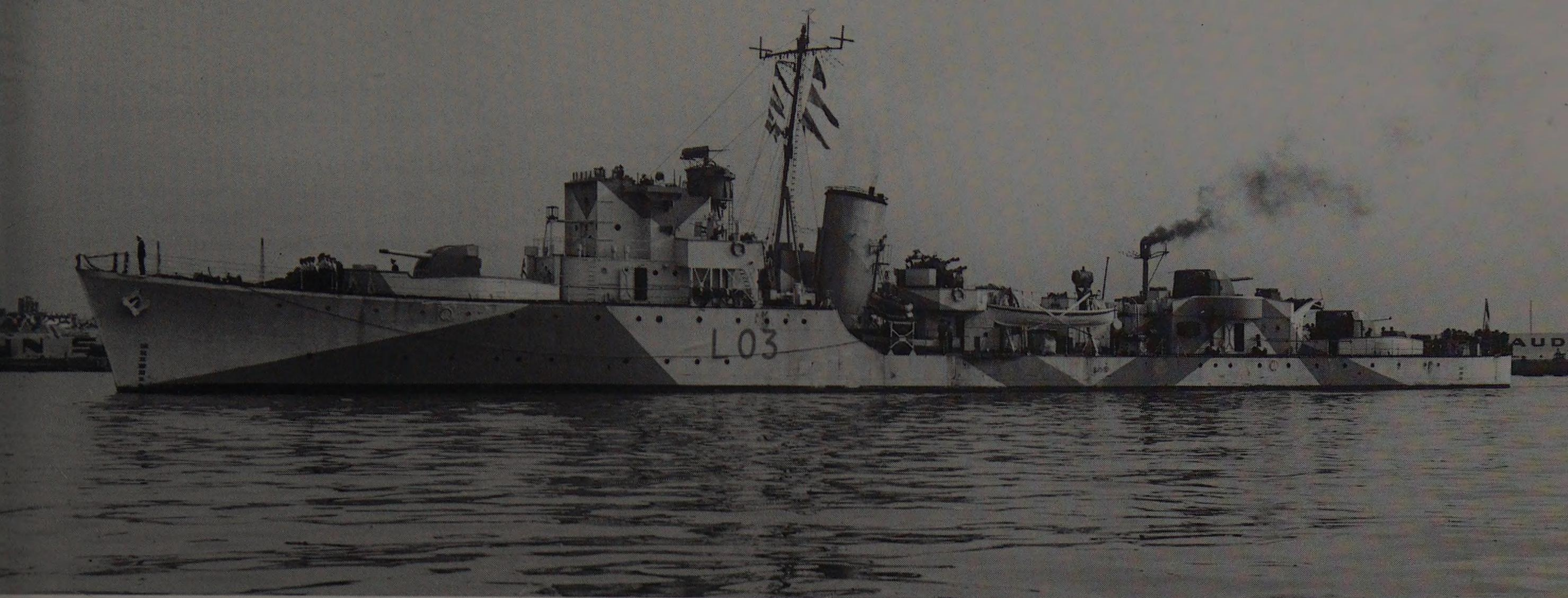
To attempt to install this armament, with the addition of a multiple 2pdr AA mounting (1×4), in a vessel of similar length, but with 8ft less beam, and

installed power increased to 19,000 SHP, was a challenging project. Owing to a design miscalculation the ensuing “Hunt” class (type I) was so deficient in stability that topweight had to be drastically reduced. The most important measure was to remove one of the two twin 4in mountings aft, which was replaced by the multiple 2pdr AA mounting—moved from its original position aft of the funnel—to maintain a satisfactory trim. This lack of stability was corrected in the type II vessels by increasing the beam by 2½ feet, and the twin 4in AA mounting aft was re-installed, the multiple 2pdr AA mounting was moved back to its former position; and there was no need to ship permanent ballast. As three vessels had already been launched, they could not be so altered; and were completed to the type I design.

While they were too short for ocean work, and also lacked the necessary endurance, the class earned a high reputation escorting U.K. East Coast and Mediterranean convoys, where their AA fire support was in much demand in the face of heavy air attack. In the latter theatre little distinction was made between them and fleet destroyers in working with the fleet, and such employment naturally drew attention to their lack of torpedoes. While opportu-

Below: The type I *Quantock* (left) and *Eglinton* (right) both mounted 20mm AA guns in the bridge wings, and a 2pdr bowchaser. (IWM)





Bottom left and above: With the type II *Chiddingfold* (bottom left) and *Badsworth* (above) an additional twin 4in AA mounting replaced the multiple 2pdr AA mounting aft, which was re-positioned aft of the funnel; and two 20mm AA (2×1) guns were added in the bridge wings, and AW.RDF at the masthead. (IWM)

nities to use the torpedo were mainly limited to night action, or attacking Axis convoys to North Africa, it resulted in the type III vessels sacrificing the quarterdeck twin 4in AA mounting to ship a pair of torpedo tubes amidships. Although they were built to the same design as the type II, and their displacements matched to within 10 tons, they unaccountably had to ship 40 tons of permanent ballast.

Few additions could be made to the “Hunt” class in view of their small reserve of stability, and most of them were overweight. Full load displacements of 1,420/1,450 tons (type I), 1,580/1,625 tons (type II), and 1,545/1,590 tons (type III) have been quoted, which were considerably in excess of legend weights. However, nearly all vessels of type I had two 20mm AA (2×1) guns added in the bridge wings (at fo’c’sle deck level in the *Fernie*). A similar addition was made to types II and III vessels while they were building, and most of the latter also mounted an additional 20mm AA gun on the quarterdeck. For dealing with MTBs a 2pdr bowchaser was mounted in the following vessels:—

Type I: All vessels except the *Exmoor* and *Tynedale*.

Type II: *Avon Vale*, *Blencathra*, and *Liddesdale*.

Type III: *Bleasdale* and *Glaisdale*.

Except for vessels that were early war losses AW.286/290 RDF was added on the tripod foremast of all, together with AR.285 on the HA.DCT; but only a few—*Cotswold* (type I), *Silverton* (type II), *Bleasdale* and *Wensleydale* (type III), and possibly others—had SW.272 added amidships. Twin 20mm AA mountings subsequently replaced some, or all, of the single 20mm AA guns fitted in the type III; while others—the *Belvoir*, *Easton*, *Haydon*,

Melbreak, *Stevenstone*, *Talybont*, etc.—had two 40mm AA (2×1) guns added forward of the bridge, and on the quarterdeck.

Two A/S mortars and one rack were provided for 40 depth charges in type I; which was increased to 110 depth charges with two additional racks in type II, and two additional A/S mortars in type III. All were fitted with retractable fin stabilisers positioned well forward, which were subsequently removed from three type II and most later type III units to increase the bunker capacity by 63 tons.

In layout and construction the “Hunt” class followed normal destroyer practice; and were the first vessels of this type where the officers were berthed forward, under the bridge, instead of the traditional location aft.

They naturally adopted the 2-boiler arrangement, while the engine room space was divided into separate turbine and gearing rooms.

“Hunt” class: (type I) *ATHERSTONE*, *BERKELEY*, *CATTISTOCK*, *CLEVELAND*, *COTSWOLD*, *COTTESMORE*, *EGLINTON*, *EXMOOR*, *FERNIE*, *GARTH*, *HAMBLEDON*, *HOLDERNESS*, *MENDIP*, *MEYNELL*, *PYTCHLEY*, *QUANTOCK*, *QUORN*, *SOUTHDOWN*, *TYNEDALE*, *WHADDON*; (type II) *BLENCATHRA*, *BROCKLESBY*, *LIDDESDALE*.

Displacement: 1,000 tons (1,340 tons full load)

Dimensions: 264¼ (pp)/280 (oa) × 29 × 17¼d/8 (10¾ full load) feet.

Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 19,000 = 27½ (26 full load) knots.

Bunkers & radius: O.F. 248 tons, 3,500/2,500/1,000nm @ 15/20/26k.

Armament: Four 4in AA (2×2), four 2pdr AA (1×4) guns.

Complement: 146.

“Hunt” class: (type II) **AVON VALE*, *BADSWORTH*, *BEAUFORT*, *BEDALE*, *BICESTER*, *BLACKMORE*, *BLANKNEY*, **BRAMHAM*, *BURTON*, *CALPE*, *CHIDDINGFOLD*, **COWDRAY*, *CROOME*, *DULVERTON*, *ERIDGE*, *FARNDALE*, *GROVE*, *HEYTHROP*, *HURSLEY*, *HURWORTH*, *LAMERTON*, *LAUDERDALE*, *LEDBURY*, *MIDDLETON*, *OAKLEY*, *PUCKERIDGE*, *SILVERTON*, *SOUTHWOLD*, *TETCOTT*, *TICKHAM*, *WHEATLAND*, *WILTON*, *ZETLAND*.

Displacement: 1,050 tons (1,430 tons full load).

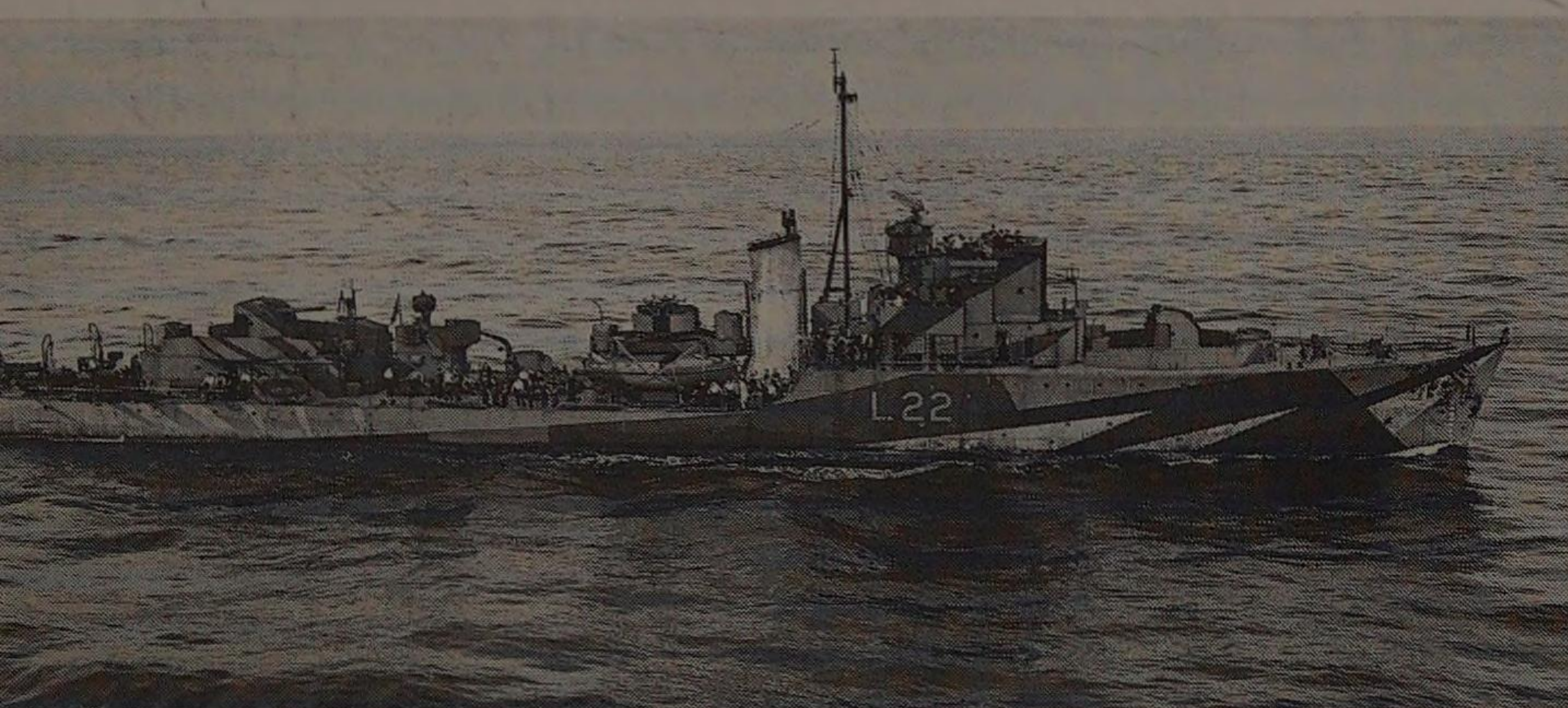
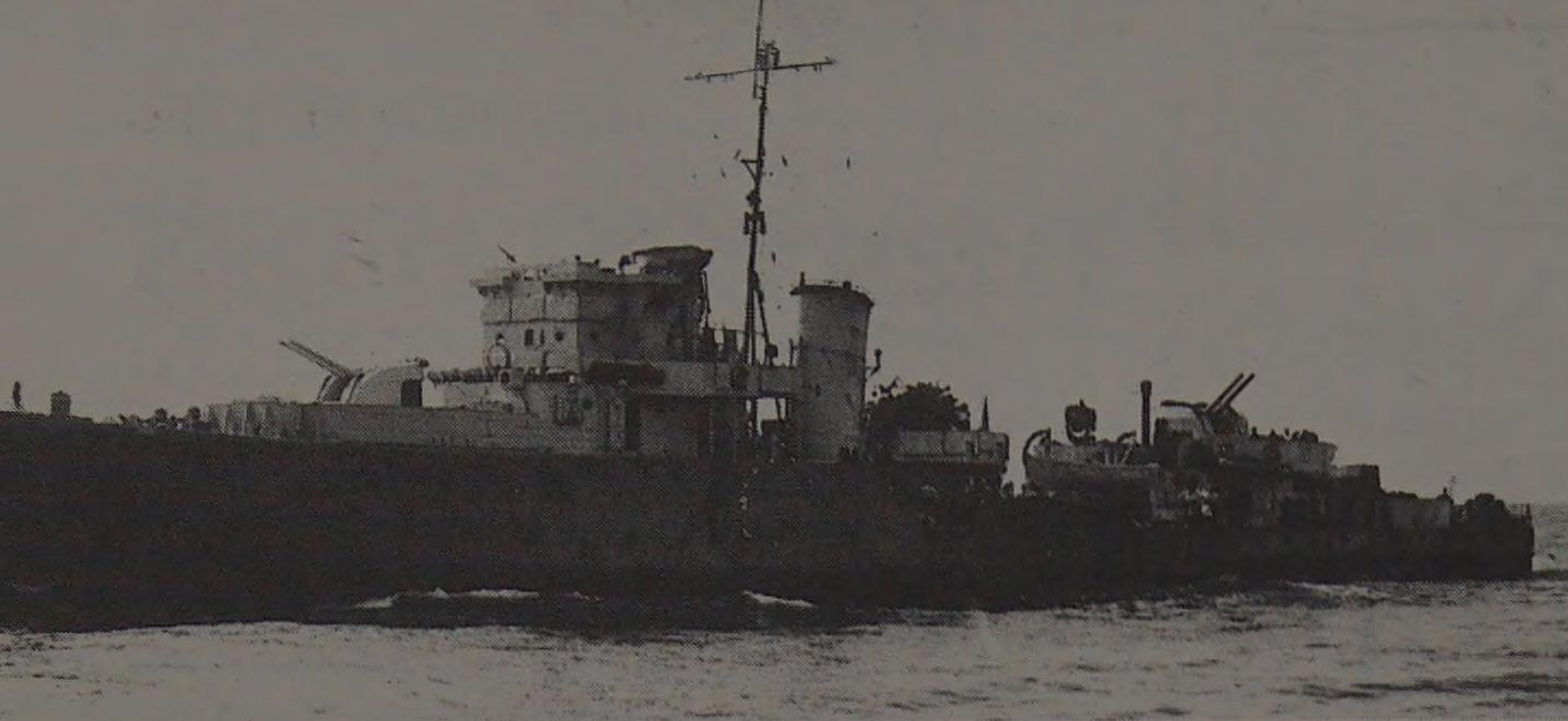
Dimensions: 264¼ (pp)/280 (oa) × 31½ × 17¼d/8¼ (10 full load) feet.

Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 19,000 = 27 (25½ full load) knots.

Bunkers & radius: O.F. 277 tons, 2,560/1,100nm @ 20/25½k except * 340 tons,nm @ 20/25½k.

“HUNT” CLASS (TYPES I & II): WEIGHTS

Item	Type I	Type II
Hull & fittings	452 tons	595 tons
Machinery	285 tons	295 tons
Armament	87 tons	136 tons
Equipment	83 tons	111 tons
Board margin	10 tons	
Standard	917 tons	1,137 tons
Oil fuel	248 tons	277 tons
Reserve feed water	16 tons	16 tons
Permanent ballast	52 tons	116 tons
Full load	1,233 tons	1,430 tons



Armament: Six 4in AA (3×2), four 2pdr AA (1×4), two 20mm AA (2×1) guns.

Complement: 164.

“Hunt” class: (type III) AIREDALE, ALBRIGHTON, ALDENHAM, BELVOIR, BLEAN, BLEASDALE, BOLEBROKE, BORDER, CATTERICK, DERWENT, EASTON, EGGESFORD, ESKDALE, GLAISDALE, GOATHLAND, HALDON, HATHERLEIGH, HAYDON, HOLCOMBE, LIMBOURNE, MELBREAK, MODBURY, PENYLAN, ROCKWOOD, STEVENSTONE, TALYBONT, TANATSIDE, WENSLEYDALE.

Displacement: 1,050 tons (1,435 tons full load).

Dimensions: 264¼ (pp)/280 (oa) × 31½ × 17¼d/8¼ (10 full load) feet.

Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 19,000 = 27 (25½ full load) knots.

Bunkers & radius: O.F. 277 tons (340 tons in some later units), 2,400/1,050nm @ 20/25½k.

Armament: Four 4in AA (2×2), four 2pdr AA (1×4), three 20mm AA (3×1) guns; two 21in (1×2) T.T..

Complement: 168.

“Hunt” class: (type IV) BRECON, *BRISSENDEN.

The last two vessels of the class had an interesting design background, and were planned pre-war by Thornycroft who had rightly come to an independent decision that an intermediate vessel was required between the fleet destroyer and the 20-knot sloop.

Left, top: The AW.RDF at the masthead, the AR.RDF on the HA.DCT, and the pendant number of the type II *Farndale* have been deleted by the wartime censor. (Admiralty)

Left, centre and bottom: The type III mounted a twin bank of T.T. amidships, omitted the twin 4in AA mounting on the quarterdeck to compensate for the additional topweight, and stepped the funnel and mast without rake. In addition, the *Wensleydale* (centre) had three twin 20mm AA mountings, and SW.272 RDF replaced the searchlight aft; while the *Aldenham* (bottom) had three single 20mm AA guns. (IWM)

Right: The type IV *Brissenden* (upper) and *Brecon* (lower) as completed with three twin 4in AA mountings, four twin 20mm AA mountings, a triple bank of T.T., and the fo’c’sle deck extended well aft. Fitted at the masthead is AW.286 RDF, with AR.285 on the HA.DCT. (Thornycroft)

The lines of these ships differed from those of a normal destroyer; and were given more U-shape forward, a finer block co-efficient, and a fuller midship section with a squarer turn to the bilge. The object was to improve endurance at lower speed ranges, and to reduce rolling without the provision of stabilisers (then in an early stage of development). Tank tests showed that the modified form allowed an 8% saving in power at 20 knots for a 2% loss at full power. The other most noticeable features were the long fo’c’sle deck enabling the crew to man the whole armament from under cover, the double flare at the bow to secure dryness forward, the smoke deflecting spiral plate in the funnel, and bullet-proof plating to the bridge. The armament included six 4in AA (3×2) guns and a triple bank of torpedo tubes which—as they were carried a deck higher than usual—had their training gear arranged on the deck below.

Although the original design did not meet with Admiralty approval, there was some pettiness in its rejection; and it was re-submitted in 1940, and then further amended, to meet requirements; but to the disappointment of Thornycroft the standard 19,000 SHP machinery was installed, whereas the lines had been designed to accommodate 25,000 SHP. Fin stabilisers were not fitted in the *Brissenden*, and the space was utilised for extra bunkers.

While building two 20mm AA (2×1) guns were added in the bridge wings, and further light AA guns were added abreast the searchlight. At first two multiple .5in machine guns (2×4) were to be shipped; but these were successively replaced by twin power-operated .5in machine guns, and finally by twin 20mm AA mountings. AW.286 RDF was fitted at the masthead, AR.285 on the HA.DCT, and in *Brissenden* only a 2pdr bowchaser was added, and SW.271 RDF replaced the searchlight. Four A/S mortars and two racks were provided for 40 depth charges. The ships were well received by the Royal Navy, who considered them superior to the earlier vessels.

Displacement: 1,175 tons (1,561 tons full load).

Dimensions: 276 (pp)/296 (oa) × 33¼ × 16¼d/8 (10 full load) feet.

Machinery: Two Admiralty 3-drum boilers (300lb/in² & 620°F), two shafts, Parsons SR geared turbines SHP 19,000 = 27 (25 full load) knots.

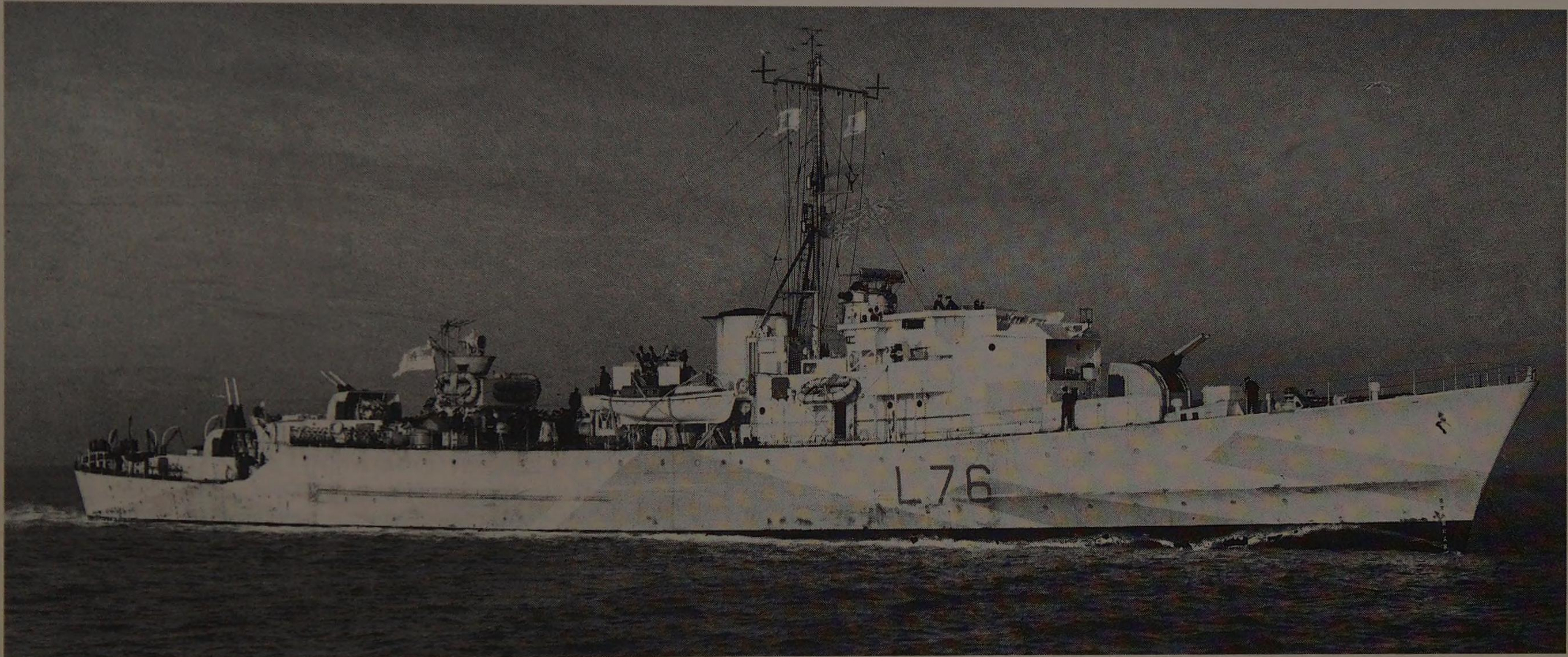
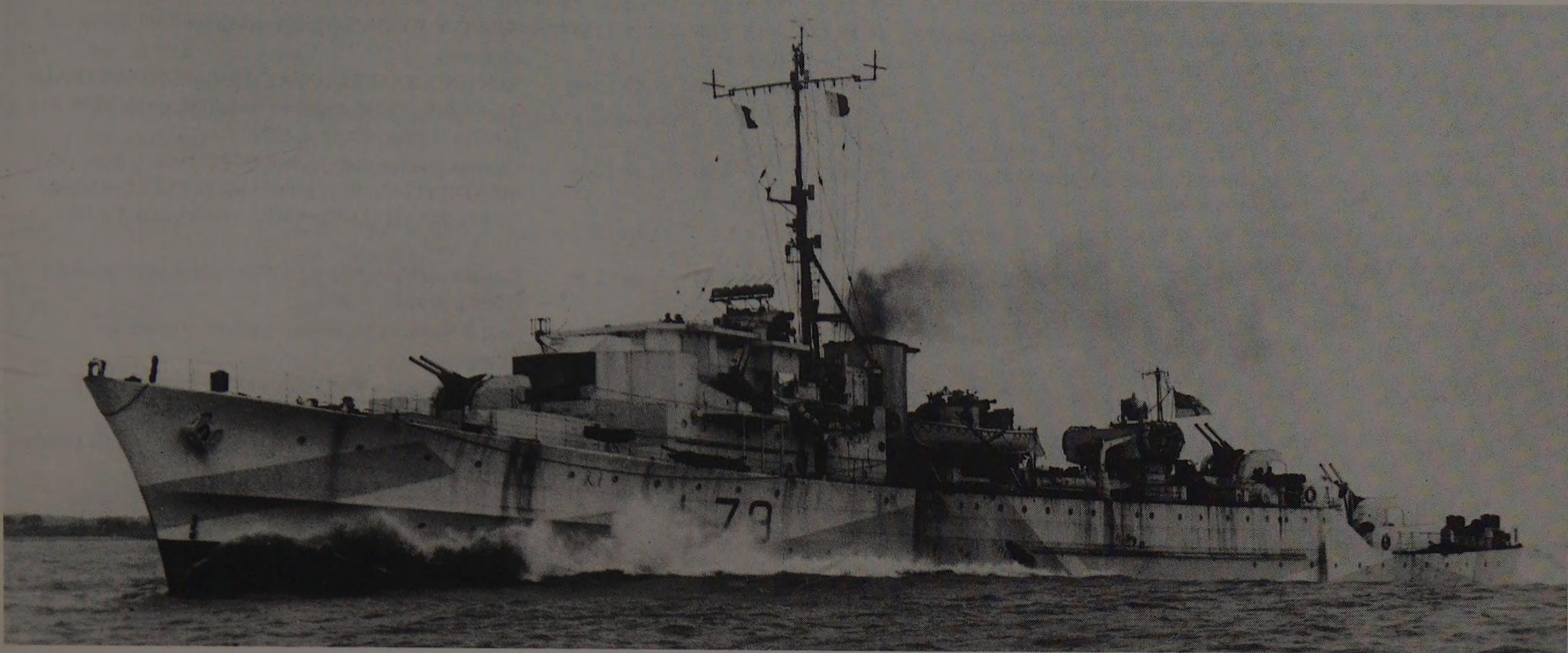
Bunkers & radius: O.F. 286 tons, 2,350/950nm @ 20/25k except * 357 tons,/1,175nm @ 20/25k.

Armament: Six 4in AA (3×2), four 2pdr AA (1×4), six 20mm AA (2×2/2×1) guns; three 21in (1×3) T.T.

Complement: 170.

“HUNT” CLASS (TYPE IV): WEIGHTS

Item	Weight
Hull & fittings	655 tons
Machinery	305 tons
Armament	154 tons
Equipment	95 tons
Standard	1,209 tons
Oil fuel	286 tons
Reserve feed water	20 tons
Full load	1,515 tons



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 21/3/39							
L.05	ATHERSTONE	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	8. 6.39	12.12.39	23. 3.40	Sold Smith & Houston 23/11/57, arrived Port Glasgow 25/11/57 for scrapping.
L.17	BERKELEY	-do-	-do-	8. 6.39	29. 1.40	6. 6.40	Bombed German aircraft off Dieppe 19/8/42 & torpedoed destroyer ALBRIGHTON.
L.35	CATTISTOCK	Yarrow (Scotstoun)	Yarrow (Scotstoun)	9. 6.39	22. 2.40	22. 7.40	Sold J Cashmore .././57, arrived Newport 2/7/57 for scrapping.
L.46	CLEVELAND	-do-	-do-	7. 7.39	24. 4.40	18. 9.40	Sold E Rees ../6/57 & wrecked Rhossili Sands 28/6/57, wreck blown up 14/12/59.
L.87	EGLINTON	Vickers Armstrong (Walker)	Parsons (Wallsend)	8. 6.39	28.12.39	28. 8.40	Sold Hughes Bolckow .././56, arrived Blyth 28/5/56 for scrapping.
L.61	EXMOOR (i)	-do-	-do-	8. 6.39	25. 1.40	1.11.40	Torpedoed German MTB S.30—or mined—off Lowestoft 25/2/41.
L.11	FERNIE	J Brown (Clydebank)	J Brown (Clydebank)	8. 6.39	9. 1.40	29. 5.40	Sold Smith & Houston .././56, arrived Port Glasgow 7/11/56 for scrapping.
L.20	GARTH	-do-	-do-	8. 6.39	14. 2.40	1. 7.40	Sold T W Ward .././58, arrived Barrow 15/8/58 for scrapping.
L.37	HAMBLEDON	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	8. 6.39	12.12.39	8. 6.40	Sold Clayton & Davie 2/8/57, arrived Dunston 4/2/58 for scrapping.
L.48	HOLDERNESS	-do-	-do-	29. 6.39	8. 2.40	10. 8.40	Sold T W Ward .././56, arrived Preston 20/11/56 for scrapping.

Ordered 11/4/39

L.54	COTSWOLD (ii)	Yarrow (Scotstoun)	Yarrow (Scotstoun)	11.10.39	18. 7.40	16.11.40	Sold T W Ward ../8/57, arrived Grays 11/9/57 for scrapping.
L.78	COTTESMORE	-do-	-do-	12.12.39	5. 9.40	29.12.40	REN IBRAHAM-EL-AWAL (1950), MOHAMED-ALI-EL-KEBIR (1951), captured Israeli Navy 31/10/56 & HAIFA (1956); scrapped 1972.
L.60	MENDIP	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	10. 8.39	9. 4.40	12.10.40	Chinese (Nationalist) Navy LIN FU (1947), RN MENDIP (1949), REN MOHAMED-ALI-EL-KEBIR (1949), IBRAHAM-EL-AWAL (1951), PORT SAID (19..); sold .././...
L.82	MEYNELL	-do-	-do-	10. 8.39	7. 6.40	30.12.40	Ecuadorian Navy PRESIDENTE VELASCO IBARRA (1954); stricken 5/5/78.
L.92	PYTCHLEY	Scotts (Greenock)	Scotts (Greenock)	26. 7.39	13. 2.40	23.10.40	Sold E Rees.././56, arrived Llanelli 1/12/56 for scrapping.
L.58	QUANTOCK	-do-	-do-	26. 7.39	22. 4.40	6. 2.41	Ecuadorian Navy PRESIDENTE ALFARO (1954); stricken 1978.
L.66	QUORN	White (Cowes)	White (Cowes)	26. 7.39	27. 3.40	21. 9.40	Hit German explosive motor boat off Normandie beaches 3/8/44.
L.25	SOUTHDOWN	-do-	-do-	22. 8.39	5. 7.40	8.11.40	Sold T W Ward .././56, arrived Barrow 1/11/56 for scrapping.
L.96	TYNEDALE	Stephen (Linthouse)	Stephen (Linthouse)	27. 7.39	5. 6.40	2.12.40	Torpedoed German submarine U.593 Gulf of Bougie 12/12/43.
L.45	WHADDON	-do-	-do-	27. 7.39	16. 7.40	28. 2.41	Sold Shipbreaking Industries .././59, arrived Faslane ../4/59 for scrapping.

Ordered 4/9/39

L.06	AVON VALE	J Brown (Clydebank)	J Brown (Clydebank)	12. 2.40	23.10.40	17. 2.41	RHN AEGAION (1944), RN AVON VALE (1944); sold T Young .././58, arrived Sunderland 15/5/58 for scrapping.
L.30	BLANKNEY	-do-	-do-	17. 5.40	19.12.40	11. 4.41	Sold Hughes Bolckow .././59, arrived Blyth 7/3/59 for scrapping.
L.24	BLENCATHRA	Cammell Laird (Birk-enhead)	Cammell Laird (Birk-enhead)	18.11.39	6. 8.40	14.12.40	Sold T W Ward .././56, arrived 2/1/57 for scrapping.
L.42	BROCKLESBY	-do-	-do-	18.11.39	30. 9.40	9. 4.41	Sold Shipbreaking Industries 21/10/68, arrived Faslane 28/10/68 for scrapping.
L.31	CHIDDINGFOLD	Scotts (Greenock)	Scotts (Greenock)	1. 3.40	10. 3.41	16.10.41	Indian Navy GANGA (1953); scrapped 1975.
L.52	COWDRAY	-do-	-do-	30. 4.40	22. 7.41	29. 7.42	Bombed German aircraft off Algiers 8/11/42 & beached following day, salvaged 16/11/42; sold J J King .././59, arrived Gateshead 3/9/59 for scrapping.
L.62	CROOME	Stephen (Linthouse)	Stephen (Linthouse)	7. 6.40	30. 1.41	29. 6.41	Sold T W Ward .././57, arrived Briton Ferry 13/8/57 for scrapping.
L.63	DULVERTON	-do-	-do-	16. 7.40	1. 4.41	27. 9.41	Bombed German aircraft 5 miles off Leros 13/11/43.
L.68	ERIDGE	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	21.11.39	20. 8.40	28. 2.41	Torpedoed German MTB Eastern Mediterranean 29/8/42 & written-off as constructive total loss, accommodation hulk (1942), sold Gasvielidis & Heliopolis Palace Hotel .././46, arrived Alexandria ../10/46 for scrapping.
L.70	FARNDALE	-do-	-do-	21.11.39	30. 9.40	27. 4.41	Sold Hughes Bolckow .././62, arrived Blyth 4/12/62 for scrapping.
L.85	HEYTHROP	-do-	-do-	18.12.39	20.10.40	21. 6.41	Torpedoed German submarine U.625 north of Sollum 20/3/42 & gunfire destroyer ERIDGE.
L.88	LAMERTON	-do-	-do-	10. 4.40	14.12.40	16. 8.41	Indian Navy GOMATI (1953); scrapped 1975.
L.100	LIDDESDALE	Vickers-Armstrong (Walker)	Parsons (Wallsend)	22.11.39	19. 8.40	3. 3.41	Sold J J King 1/10/48, arrived Gateshead ../10/48 for scrapping.
L.72	OAKLEY (i)	-do-	-do-	22.11.39	13.10.40	17. 6.41	Polish Navy KUJAWIAK (1941); mined off Valletta 16/6/42 & foundered in tow.
L.108	PUCKERIDGE	White (Cowes)	White (Cowes)	1. 1.40	6. 3.41	30. 7.41	Torpedoed German submarine U.617 40 miles east of Gibraltar 6/9/43.
L.115	SILVERTON	-do-	-do-	5.12.39	4.12.40	28. 5.41	Polish Navy KRAKOWIAK (1941/46), RN SILVERTON (1946); sold T W Ward .././59, arrived Grays 11/3/59 for scrapping.
L.122	WHEATLAND	Yarrow (Scotstoun)	Yarrow (Scotstoun)	30. 5.40	7. 6.41	3.11.41	Sold P & W MacLellan .././57, arrived Bo'ness 20/9/57 for scrapping.
L.128	WILTON	-do-	-do-	7. 6.40	17.10.41	18. 2.42	Sold Shipbreaking Industries .././59, arrived Faslane 4/12/59 for scrapping.

Ordered 5/9/39

L.95	LAUDERDALE	Thornycroft (Woolst-on)	Thornycroft (Woolst-on)	21.12.39	5. 8.41	24.12.41	RHN AIGAION (1946); scrapped Greece 1960.
L.90	LEDBURY	-do-	-do-	24. 1.40	27. 9.41	11. 2.42	Sold Shipbreaking Industries .././59, arrived Rosyth 1/7/58 for scrapping.

Ordered 20/12/39

L.03	BADSWORTH	Cammell Laird (Birk-enhead)	Cammell Laird (Birk-enhead)	15. 5.40	17. 3.41	18. 8.41	RNN ARENDAL (1944); scrapped Norway 1961.
L.14	BEAUFORT	-do-	-do-	17. 7.40	9. 6.41	3.11.41	RNN HAUGESUND (1952); scrapped Norway 1965.

L.26	BEDALE	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	25. 5.40	23. 7.41	9. 5.42	Polish Navy SLAZAK (1942/45), Indian Navy GODAVARI (ii) (1952); scrapped 1979.
L.84	BICESTER	-do-	-do-	29. 5.40	5. 9.41	18. 6.42	Sold T W Ward .././58, arrived Grays 23/8/65 for scrapping.
L.43	BLACKMORE	Stephen (Linthouse)	Stephen (Linthouse)	10. 2.41	2.12.41	14. 4.42	RDN ESBERN SNARE (1952); scrapped 1966.
L.51	BRAMHAM	-do-	-do-	7. 4.41	29. 1.42	16. 6.42	RHN THEMISTOKLES (1943); sold Greek shipbreaker 30/6/60, arrived Greece .././60 for scrapping.
L.08	BURTON	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	7. 6.40	12. 3.41	18.10.41	EXMOOR (ii) (1941), RDN VALDEMAR SEJR (1952); sold O Danielsen 26/10/66, arrived Denmark .././66 for scrapping.
L.71	CALPE	-do-	-do-	12. 6.40	28. 4.41	11.12.41	RDN ROLF KRAKE (1952); sold O Danielsen 26/10/66, arrived Denmark .././66 for scrapping.
L.77	GROVE	-do-	-do-	28. 8.40	29. 5.41	5. 2.42	Torpedoed German submarine U.77 north of Sollum 12/6/42.
L.84	HURSLEY	-do-	-do-	21.12.40	25. 7.41	2. 4.42	RHN KRITI (1943); sold Greek shipbreaker 27/4/60, arrived Greece .././60 for scrapping.
L.28	HURWORTH	Vickers-Armstrong (Walker)	Parsons (Wallsend)	10. 4.40	16. 4.41	5.10.41	Mined east of Kalymos 20/10/43.
L.74	MIDDLETON	-do-	-do-	10. 4.40	12. 5.41	10. 1.42	Sold Hughes Bolckow ../8/57, arrived Blyth 4/10/57 for scrapping.
L.10	SOUTHWOLD	White (Cowes)	White (Cowes)	18. 6.40	29. 5.41	9.10.41	Mined off Valletta 24/3/42 & foundered in tow.
L.90	TETCOTT	-do-	-do-	29. 7.40	12. 8.41	11.12.41	Sold T W Ward 10/8/56, arrived Milford Haven 24/9/56 for scrapping.
L.98	TICKHAM	Yarrow (Scotstoun)	Yarrow (Scotstoun)	19. 8.40	15. 1.42	7. 5.42	OAKLEY (ii) (1941), West German Navy GNEISENAU (1958); sold 12/1/77 & scrapped.
L.59	ZETLAND	-do-	-do-	2.10.40	6. 3.42	27. 6.42	RNN TROMSO (1952); scrapped Norway 1965.
Ordered 4/7/40							
L.07	AIREDALE	J Brown (Clydebank)	J Brown (Clydebank)	20.11.40	12. 8.41	8. 1.42	Bombed German aircraft south of Crete 15/6/42 & torpedoed destroyer ALDENHAM.
L.12	ALBRIGHTON	-do-	-do-	30.12.40	11.10.41	22. 2.42	West German Navy RAULE (1957); sold Eisen & Metall .././69, arrived Hamburg .././69 for scrapping.
L.22	ALDENHAM	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	22. 8.40	27. 8.41	5. 2.42	Mined 45 miles south-east of Pola 14/12/44.
L.32	BELVOIR	-do-	-do-	14.10.40	18.11.41	29. 3.42	Sold P & W MacLellan .././57, arrived Bo'ness 21/10/57 for scrapping.
L.81	CATTERICK	Vickers-Armstrong (Barrow)	Vickers-Armstrong (Barrow)	1. 3.41	22.11.41	12. 6.42	RHN HASTINGS (1946); sold G Vamvounakis .././63, arrived Piraeus ../7/63 for scrapping.
L.83	DERWENT	-do-	-do-	29.12.40	22. 8.41	24. 4.42	Sold T W Ward 8/11/46, arrived Penryn 21/2/47 for scrapping.
Ordered 19/7/40							
L.50	BLEASDALE	Vickers-Armstrong (Walker)	Parsons (Wallsend)	31.10.40	23. 7.41	16. 4.42	Sold Hughes Bolckow 12/9/56, arrived Blyth 14/9/56 for scrapping.
Ordered 28/7/40							
L.47	BLEAN	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	22. 2.41	15. 1.42	23. 8.42	Torpedoed German submarine U.443 60 miles west of Oran 11/12/42.
L.65	BOLEBROKE	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	3. 4.41	5.11.41	27. 6.42	RHN PINDOS (1942); scrapped Greece 1960.
L.67	BORDER	-do-	-do-	1. 5.41	3. 2.42	5. 8.42	RHN ADRIAS (i) (1942); mined east of Kalymnos 22/10/43 & written-off as constructive total loss, sold J J King 7/10/45, arrived Gateshead 20/11/45 for scrapping.
L.09	EASTON	White (Cowes)	White (Cowes)	25. 3.41	11. 7.42	7.12.42	Sold Metal Industries 4/12/52, arrived Charlestown 15/1/53 for scrapping.
L.15	EGGESFORD	-do-	-do-	23. 6.41	12. 9.42	21. 1.43	West German BROMMY (1959); scrapped West Germany 1979.
L.36	ESKDALE	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	18. 1.41	16. 3.42	31. 7.42	RNN (1942); torpedoed German MTBs S.65, S.90 & S.112 off The Lizard 14/4/43.
L.44	GLAISDALE	-do-	-do-	4. 2.41	5. 1.42	12. 6.42	RNN (1942), NARVIK (1946); sold Danish shipbreaker .././61, arrived Denmark ../12/61 for scrapping.
L.27	GOATHLAND	Fairfield (Govan)	Fairfield (Govan)	30. 1.41	3. 2.42	6.11.42	Mined off Normandie beaches 24/7/44 & written-off as constructive total loss, sold West of Scotland Shipbreaking .././45, arrived Troon ../2/46 for scrapping.
L.19	HALDON	-do-	-do-	16. 1.41	27. 4.42	30.12.42	French Navy LA COMBATTANTE (1942); mined off East Dudgeon buoy 23/2/45.
L.53	HATHERLEIGH	Vickers-Armstrongs (Walker)	Parsons (Wallsend)	12.12.40	18.12.41	10. 8.42	RHN KANARIS (1942); scrapped Greece 1960.
L.75	HAYDON	-do-	-do-	1. 5.41	2. 4.42	24.10.42	Sold Clayton & Davie 17/5/58, arrived Dunston 18/5/58 for scrapping.
L.56	HOLCOMBE	Stephen (Linthouse)	Stephen (Linthouse)	3. 4.41	14. 4.42	16. 9.42	Torpedoed German submarine U.593 off Bougie 12/12/43.

L.57	LIMBOURNE	-do-	-do-	8. 4.41	12. 5.42	24.10.42	Torpedoed German torpedo boats T.22 & T.24 off Channel Islands 23/10/43 & torpedoed destroyers ROCKET & TALYBONT.
L.73	MELBREAK	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	23. 6.41	5. 3.42	10.10.42	Sold T W Ward .././56, arrived Grays 22/11/56 for scrapping.
L.91	MODBURY	-do-	-do-	5. 8.41	13. 4.42	25.11.42	RHN MIAOULIS (1942); sold 19/7/61 & scrapped Greece.
L.89	PENYLAN	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	4. 6.41	17. 3.42	31. 8.42	Torpedoed German MTB S.115 5 miles south of Start Point 3/12/42.
L.39	ROCKWOOD	-do-	-do-	29. 8.41	13. 6.42	4.11.42	Bombed German aircraft Aegean Sea 11/11/43 & written-off as constructive total loss; sold J J King ../2/46, arrived Gateshead ../8/46 for scrapping.
L.16	STEVENSTONE	White (Cowes)	White (Cowes)	2. 9.41	23.11.42	18. 3.43	Sold Clayton & Davie .././59, arrived Dunston 2/9/59 for scrapping.
L.18	TALYBONT	-do-	-do-	28.11.42	3. 2.43	19. 5.43	Sold Shipbreaking Industries .././61, arrived Charlestown 14/2/61 for scrapping.
L.69	TANATSIDE	Yarrow (Scotstoun)	Yarrow (Scotstoun)	23. 6.41	30. 4.42	4. 9.42	RHN ADRIAS (ii) (1946); sold 14/1/64 & scrapped Greece.
L.86	WENSLEYDALE	-do-	-do-	28. 7.41	20. 6.42	30.10.42	Lost collision LST.367 English Channel 21/11/44 & written-off as constructive total loss; sold Hughes Bolckow 15/2/46, arrived Blyth 25/2/47 for scrapping.
Ordered 28/7/40							
L.76	BRECON	Thornycroft (Woolston)	Thornycroft (Woolston)	27. 2.41	27. 6.42	18.12.42	Sold Shipbreaking Industries .././62, arrived Faslane 17/9/62 for scrapping.
L.79	BRISSENDEN	-do-	-do-	28. 2.41	15. 9.42	12. 2.43	Sold W H Arnott Young 18/2/65, arrived Dalmeir 3/3/65 for scrapping.

In 1942 it was decided not to build any more escort destroyers as for the protection of trade a large programme of corvettes and frigates was in hand, which were better-suited to this work; and they were simply too slow, and lacked the endurance, for fleet duties.

The United States Navy had a similar policy to the Royal Navy of old destroyers being earmarked for escort on their replacement by new construction for fleet duties. Thus, by 1939, there were 122 old destroyers mostly laid-up in reserve, although none had been specifically altered for escort work. As all these vessels had been completed between 1916 and 1921 there was also the problem of block obsolescence, and their material state was not of the highest standards. In 1940, under Lease/Lend arrangements, 50 of these old destroyers were transferred to the Royal Navy (see above), so that only 72 were now available for escort work; and that was a matter for some concern.

Several austere destroyer designs were studied between 1939 and 1941, but all were rejected because their capability was not commensurate with their cost; and it appeared a better proposition to build full fleet destroyers in the first place. It was, perhaps, unrealistic to expect to get say 60% of a fleet destroyer's capability at 60% of its price: it is admittedly illogical, but it is a design fact. It was also stated that destroyer builders could deliver repeats of the current destroyer programme faster than a new—even if simpler—design. What it was difficult to envisage in peacetime was how great the war-time demands would be for escorts, which could not be met by destroyers alone as there were insufficient yards capable of building them.

However, the Royal Navy was in urgent need of escort vessels in mid-1941, and when it became aware of the United States Navy's design work it asked for 100 units to be made available under Lease/Lend with the following main particulars: a length about 300ft, a speed of 20 knots, a dual-purpose main armament, and an open upper bridge. On the 15th August 1941 the construction of 50 units (BDE.1/50) was authorised.

It was not difficult to adapt an earlier 1941 design to meet these requirements; especially as this design had anticipated that as there was a critical shortage with this category, the ensuing demand would be for a large number of units, and had identified and eliminated one production bottleneck. Destroyer main propulsion was by turbines, for which there was a substantial existing industrial base; but reduction gearing facilities were limited, nor could they be rapidly expanded as the gear-cutting machines took at least one year to manufacture. On the other hand diesel engines were more readily available; and when driving generators supplying power to electric motors

there was no need for reduction gearing. There was a proven submarine 2-shaft installation comprising four diesel-generator sets supplying power to two electric motors for an output of 6,000 SHP; and this installation was doubled—to eight diesel-generators—to meet the design requirement of 12,000 SHP for a speed of 24 knots.

Similarly, there was no difficulty in adding an open upper bridge, with the Asdic control station at its fore end, over the existing wheelhouse; and with ample beam there were no stability problems. Another production bottleneck was the 5in/38cal DP gun, which was not only required for destroyers, but also many other categories such as battleships, aircraft carriers, cruisers, etc. This was replaced by the unshielded 3in AA gun, which enabled a second super-imposed gun to be worked in forward, although this meant that the fo'c'sle gun was closer to the stem than was perhaps desirable. The light AA armament comprised a twin 40mm mounting and its associated director, and nine single 20mm guns; while aft there were four A/S mortars and two racks for 200 depth charges.

Unfortunately for the Royal Navy the U.S.A. was drawn into the Second World War towards the close of 1941, and immediately found they were critically short of escort vessels. Although additional British orders had been placed at the start of 1942, which had raised the total number to 300, and another 220 were contemplated, the United States Navy now had their own commitments to meet, and in the end only 78 were transferred.

As the existing design now also suited United States Navy requirements, rather ironic in the circumstances, large orders were placed mainly with shipbuilders who had no previous experience with naval work; which eliminated another bottleneck in that there was no encroachment on the capacity of the specialist warship yards. The number ordered, however, were beyond the capacity of the diesel engine manufacturers, so the draconian decision was made to halve the installed power so as to double the number of vessels that could be put into service. This enabled them to make 21 knots with 6,000 SHP, which was still adequate for escort work.

In order to revert to the designed installed power and speed it was necessary to resort to turbo-electric drive, as turbines were available for main propulsion provided no reduction gearing was involved. This meant that the hull had to be lengthened some 16ft to accommodate the boilers and turbines; and enabled a triple bank of torpedo tubes to be mounted, but this option was not exercised for the units transferred to the Royal Navy. As their construction and hull lines were in accordance with current United States Navy destroyer practice these vessels were appropriately classed as destroyer



Above: The lead diesel-electric vessel *Bayntun* (top) was completed with only five 20mm AA guns, and a twin 40mm AA mounting aft; while the later *Inglis* (above) mounted four extra 20mm AA guns, but omitted the twin 40mm AA mounting aft. Both units were fitted with USN SG GW.RDF at the masthead, with the HF/DF aerial at the head of the topmast. (IWM)

escorts in the United States Navy, but were rather inappropriately described as frigates in the Royal Navy.

Four other propulsion derivatives were built as there were constant difficulties in finding engines for such a large class, which eventually numbered 1,005 units; but none of these were made available to the Royal Navy.

“Captain” class: (diesel-electric) BAYNTUN, BAZELY, BERRY, BLACKWOOD, BURGESS, CAPEL, COCKBURN, COOKE, DACRES, DOMETT, FOLEY, GARDINER, GARLIES, GOODALL, GOODSON, GORE, GOULD, GRINDALL, KEATS, KEMPTHORNE, KINGSMILL, LAWFORD, LOUIS, LAWSON, LINDSAY, LORING, MANNERS, MITCHELL, MOORSOM, MOUNSEY, INGLIS, INMAN.

Despite the urgency that prevailed at the time they were ordered none of this class was completed before 1943; and in the interim the ahead throwing weapon (Hedgehog) was introduced, and was fitted on the fore deck just aft of A gun. They had a long superstructure extending between B and X guns, and were rigged with a substantial steel pole foremast which carried AW.SA and SW.SL RDF, while in some units HF/DF was fitted at the masthead in lieu of the AW.RDF. Not all were fitted with the twin 40mm AA mounting forward of X gun, and some vessels mounted two additional single 20mm AA guns in lieu. For the European invasion the *Dacres*, *Kingsmill*, and *Lawford* were converted to small landing ships headquarters (q.v.). Electric power was supplied by two 200kW and two 100kW turbo-alternators, and two 40kW diesel generators.

Displacement: 1,140 tons (1,430 tons full load).

Dimensions: 283½ (wl)/289½ (oa) × 35 × 18¾d/9 (10 full load) feet.

Machinery: Two shafts, General Motors 278A 16cyl (bore ...in × ...in stroke) diesel engines (two/shaft)/General Electric generators (two/shaft)/General

Below: As illustrated by the *Holmes*, the longer turbo-electric vessels mounted one extra 20mm AA gun forward, and two extra 20mm AA guns on the centreline aft, in place of the twin 40mm AA mounting and its RDF-fitted director. The *Holmes* also mounted a 2pdr bowchaser. (IWM)



Electric electric motors (two/shaft) BHP/kW/SHP 7,040/4,800/6,000 = 20 knots.

Bunkers & radius: O.F. 198 tons, 6,000nm @ 12k.

Armament: Three 3in AA (3×1), two 40mm AA (1×2), nine 20mm AA (9×1) guns; twenty-four A/S (1×24) mortars.

Complement: 198.

“Captain” class: (turbo-electric) AFFLECK, AYLMER, BALFOUR, BENTINCK, BENTLEY, BICKERTON, BLIGH, BRAITHWAITE, BULLEN, BYARD, BYRON, CALDER, CONN, COTTON, CRANSTOUN, CUBITT, CURZON, DAKINS, DEANE, DUCKWORTH, DUFF, EKINS, ESSINGTON, FITZROY, HARGOOD, HOLMES, HOTHAM, NARBROUGH, REDMILL, REEVES, RETALICK, REYNOLDS, RIOU, ROWLEY, RUPERT, RUTHERFORD, SEYMOUR, SPRAGGE, STAYNER, STOCKHAM, THORNBOROUGH, TORRINGTON, TROLLOPE, TYLER, WALDEGRAVE, WHITTAKER.

This class was lengthened in order to install turbo-electric propulsion; and were difficult to distinguish from the diesel-electric vessels except that the funnel was higher, and the otherwise conspicuous trunking was concealed by the boats when under their davits. A 2pdr bowchaser was temporarily mounted on the *Ekins*, *Hargood*, *Holmes*, *Spragge*, and *Stayner*; and all had the same RDF fit as in the above class. For the European invasion the *Duff*, *Retalick*, *Stayner*, *Thornborough*, *Torrington*, and *Trollope* were converted to coastal forces control ships; and later the *Cubitt*, *Curzon*, *Dakins*, *Ekins*, *Riou*, *Rutherford*, and *Seymour* had two/four 20mm AA (2/4×1 or 2×2), six 2in rocket flare projectors, and a pedestal director for the 3in AA guns added.

Displacement: 1,400 tons (1,740 tons full load).

Dimensions: 300 (pp)/306 (oa) × 36¾ × 18¾d/9 (10½ full load) feet.

Machinery: Two Foster-Wheeler Express D water-tube boilers (460lb/in² & 740°F), two shafts, General Electric turbines/General Electric generators/General Electric electric motors SHP/kW/SHP 13,500/9,200/12,000 = 24 knots.

Bunkers & radius: O.F. 350 tons + 2 tons D.O., 6,000nm @ 12k.

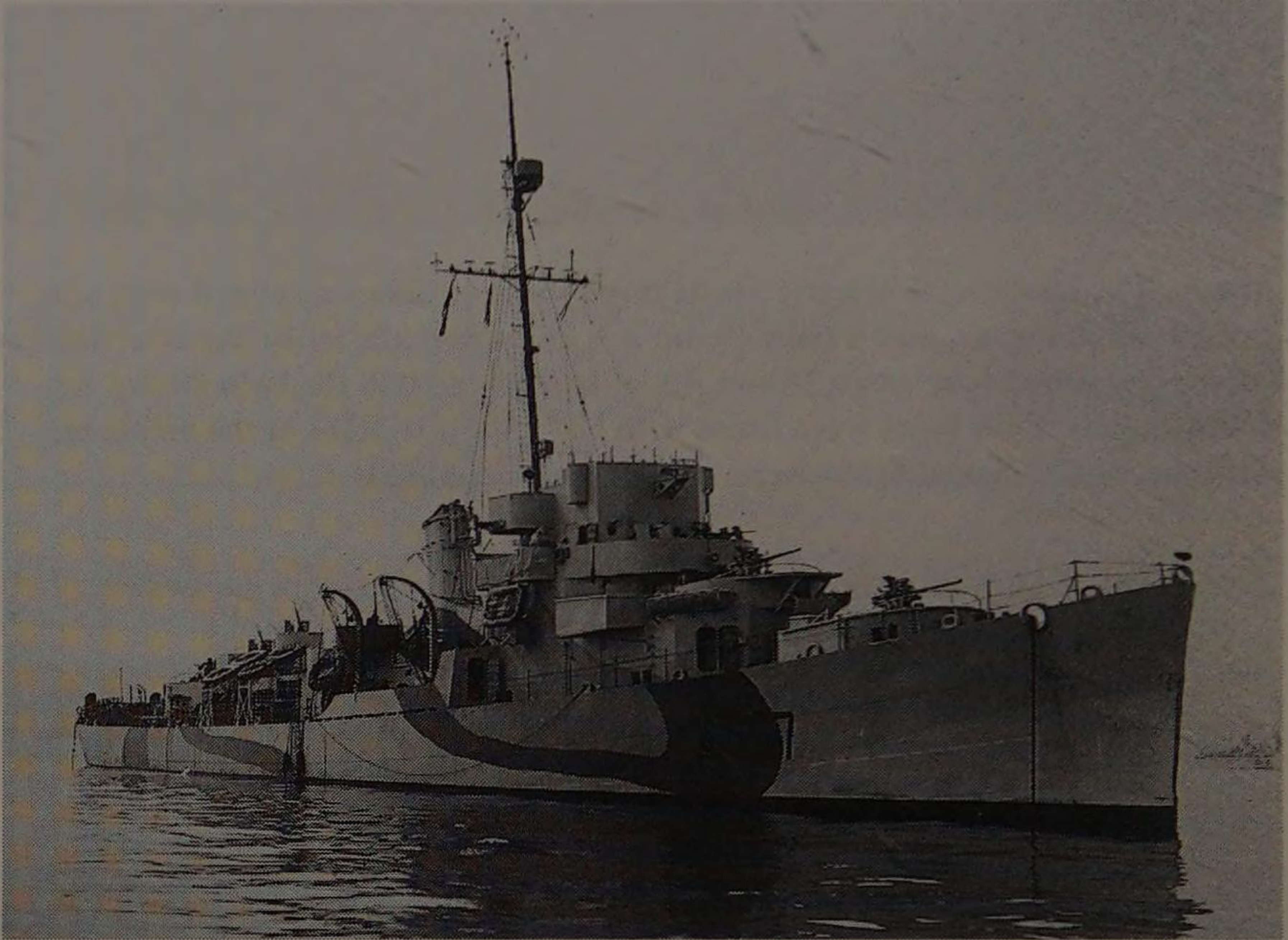
Armament: Three 3in AA (3×1), two 40mm AA (1×2) & eight 20mm AA (8×1) or ten 20mm AA (10×1) guns.

Complement: 220.

Right, upper: The *Riou*, another turbo-electric vessel with one extra 20mm AA gun forward, and two extra 20mm AA guns on the centreline aft, in place of the twin 40mm AA mounting. (IWM)

Right, lower: A 2pdr bowchaser was added to the standard British armament of the turbo-electric *Hargood*. (P. A. Vicary)

“CAPTAIN” CLASS: WEIGHTS		
Item	Diesel	Turbine
Hull & fittings	598 tons	712 tons
Machinery	381 tons	460 tons
Armament	119 tons	168 tons
Equipment	137 tons	180 tons
Board margin	30 tons	30 tons
Standard	1,265 tons	1,550 tons
Oil fuel	197 tons	358 tons
Diesel oil		2 tons
Reserve feed water		30 tons
Full load	1,462 tons	1,940 tons



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/11/41							
K.310	BAYNTUN ex-BDE.1	Boston Navy Yard	General Motors (Cleveland)	5. 4.42	27. 6 42	20. 1.43	Returned USN 22/8/45.
K.311	BAZELY ex-BDE.2	-do-	-do-	5. 4.42	27. 6.42	18. 2.43	Returned USN 22/8/45 & scrapped ../5/46.
K.312	BERRY ex-BDE.3	-do-	-do-	22. 9.42	23.11.42	15. 3.43	Returned USN 15/2/46.
K.313	BLACKWOOD ex-BDE.4	-do-	-do-	22. 9.42	23.11.42	27. 3.43	Torpedoed German submarine U.764 south of Portland Bill 15/6/44 & foundered in tow following day.
	BDE.5-11	-do-	-do-				Retained USN.
K.347	BURGES ex-BDE.12	-do-	-do-	12. 8.42	26. 1.43	2. 6.43	Returned USN 27/2/46 & sold 19/11/46.
.....	BDE.13-36	Mare Island Navy Yard	-do-	.....	.....	.....	Retained USN.
.....	BDE.37-44	Puget Sound Navy Yard	-do-	.....	.....	.....	Retained USN.
.....	BDE.45	Philadelphia Navy Yard	-do-	.....	.....	.....	Retained USN.
K.316	COCKBURN ex-BDE.46	-do-	-do-	12. 2.42	24. 7.43	4.12.43	DRURY (1942); returned USN 20/8/45 sold ../6/46 for scrapping.

.....	BDE.47-50	-do-	-do-	.....	.....	.....	Retained USN.
Ordered 10/1/42							
.....	DE.51	Bethlehem-Hingham (Lynn)	General Electric	.....	.....	.....	Retained USN.
K.314	BENTINCK (ii) ex-Bull, ex-DE.52	-do-	-do-	29. 6.42	3. 2.43	19. 5.43	Returned USN 5/1/46 & sold 8/12/46.
.....	DE.53 & 54	-do-	-do-	.....	.....	.....	Retained USN.
K.315	BYARD (ii) ex-Donaldson, ex-DE.55	-do-	-do-	15.10.42	6. 3.43	18. 6.43	Returned USN 12/12/45.
.....	DE.56 & 57	-do-	-do-	.....	.....	.....	Retained USN.
K.349	CALDER (ii) ex-Formoe, ex- DE.58	-do-	-do-	11.12.42	27. 3.43	15. 7.43	Returned USN 19/10/45 & sold 15/1/48.
.....	DE.59 & 60	-do-	-do-	.....	.....	.....	Retained USN.
K.351	DUCKWORTH (ii) ex-Gary, ex- DE.61	-do-	-do-	16. 1.43	1. 5.43	4. 8.43	Returned USN 17/12/45 & sold 29/5/46 for scrapping.
.....	DE.62 & 63	-do-	-do-	.....	.....	.....	Retained USN.
K.352	DUFF (ii) ex-Lamons, ex- DE.64	-do-	-do-	22. 2.43	22. 5.43	23. 8.43	Mined off Dutch coast 30/11/44 & written-off as constructive total loss, sold Dutch shipbreaker ..../3/47 for scrapping.
.....	DE.65 & 66	-do-	-do-	.....	.....	.....	Retained USN.
K.353	ESSINGTON (ii) ex-DE.67	-do-	-do-	15. 3.43	19. 6.43	7. 9.43	Returned USN 19/10/45 & sold 22/12/47.
.....	DE.68-70	-do-	-do-	.....	.....	.....	Retained USN.
K.462	AFFLECK ex-Oswald, ex- DE.71	-do-	-do-	5. 4.43	30. 6.43	29. 9.43	Torpedoed German submarine U.486 off Cherbourg 26/12/44 & written-off as constructive total loss; mercantile hulk <i>Nostra Senora de la Luz</i> (1954).
K.463	AYLMER ex-Harmon, ex- DE.72	-do-	-do-	12. 4.43	10. 7.43	30. 9.43	Returned USN 5/11/45 & sold 20/6/47 for scrapping.
K.464	BALFOUR ex-McCann, ex- DE.73	-do-	-do-	19. 4.43	10. 7.43	7.10.43	Returned USN 25/10/45 & sold 28/10/46 for scrapping.
K.465	BENTLEY ex-Ebert, ex- DE.74	-do-	-do-	26. 4.43	17. 7.43	13.10.43	Returned USN 5/11/45.
K.466	BICKERTON ex-Eisele, ex- DE.75	-do-	-do-	3. 5.43	24. 7.43	17.10.43	Torpedoed German submarine U.354 Barents Sea 22/8/44 & torpedoed destroyer VIGILANT.
K.467	BLIGH ex-Liddle, ex- DE.76	-do-	-do-	10. 5.43	31. 7.43	22.10.43	Returned USN 12/11/45.
K.468	BRAITHWAITE ex-Straub, ex- DE.77	-do-	-do-	10. 5.43	31. 7.43	13.11.43	Returned USN 13/11/45.
K.469	BULLEN ex-DE.78	-do-	-do-	17. 5.43	17. 8.43	25.10.43	Torpedoed German submarine U.775 north-west of Scotland 6/12/44.
K.508	BYRON ex-DE.79	-do-	-do-	24. 5.43	14. 8.43	30.10.43	Returned USN 24/11/45 & sold 25/10/47.
K.509	CONN ex-DE.80	-do-	-do-	2. 6.43	21. 8.43	31.10.43	Returned USN 26/11/45 & sold 21/1/48.
K.510	COTTON ex-DE.81	-do-	-do-	2. 6.43	21. 8.43	8.11.43	Returned USN 5/11/45.
K.511	CRANSTOUN ex-DE.82	-do-	-do-	9. 6.43	28. 8.43	13.11.43	Returned USN 3/12/45 sold 20/11/47.
K.512	CUBITT ex-DE.83	-do-	-do-	9. 6.43	11. 9.43	17.11.43	Returned USN 4/3/46 & sold 7/3/47.
K.513	CURZON ex-DE.84	-do-	-do-	23. 6.43	18. 9.43	20.11.43	Returned USN 27/3/46 & sold 4/11/46.
K.550	DAKINS ex-DE.85	-do-	-do-	23. 6.43	18. 9.43	23.11.43	Mined 14nm north-west of Oostende 25/12/44 & written- off as constructive total loss; sold Dutch shipbreaker 9/1/47 for scrapping.
K.551	DEANE ex-DE.86	-do-	-do-	30. 6.43	29. 9.43	26.11.43	Returned USN 4/3/46 & sold 7/11/46.
K.552	EKINS ex-DE.87	-do-	-do-	5. 7.43	2.10.43	29.11.43	Mined 13nm north-west of Oostende 16/4/45 & written- off as constructive total loss; sold Dutch shipbreaker ../3/47 for scrapping.
K.553	FITZROY (ii) ex-DE.88	-do-	-do-	24. 8.43	1. 9.43	16.10.43	Returned USN 5/1/46 & sold 23/5/46.
K.554	REDMILL ex-DE.89	-do-	-do-	14. 7.43	2.10.43	30.11.43	Torpedoed German submarine U.1105 25nm west of Mayo 27/4/45 & written-off as constructive total loss; returned USN 20/1/47 & sold 4/2/47 for scrapping.

K.555	RETALICK ex-DE.90	-do-	-do-	21. 7.43	9.10.43	8.12.43	Returned USN 25/10/45 & sold 7/5/46.
K.556	REYNOLDS ex-DE.91	-do-	-do-	10. 7.43	2.10.43	3.11.43	HALSTED (ii) (1943), torpedoed German torpedo boats JAGUAR & MÖWE off Cherbourg 11/6/44 & written-off as constructive total loss; sold Dutch shipbreaker 28/3/47 for scrapping.
K.557	RIOU ex-DE.92	-do-	-do-	4. 8.43	23.10.43	14.12.43	Returned USN 25/2/46 & sold 21/4/47.
K.558	RUTHERFORD ex-DE.93	-do-	-do-	4. 8.43	23.10.43	16.12.43	Returned USN 25/10/45 & sold ..5/46 for scrapping.
K.559	REEVES ex-DE.94	-do-	-do-	11. 8.43	30.10.43	20.12.43	COSBY (1943); returned USN 4/3/46 & sold 5/11/46.
K.560	ROWLEY ex-DE.95	-do-	-do-	18. 8.43	30.10.43	22.12.43	Returned USN 12/11/45 & sold 14/6/46.
K.561	RUPERT ex-DE.96	-do-	-do-	25. 8.43	31.10.43	24.12.43	Returned USN 20/3/46 & sold 17/6/46.
K.562	STOCKHAM ex-DE.97	-do-	-do-	25. 8.43	31.10.43	28.12.43	Returned USN 15/2/46 & sold ../6/48 for scrapping.
K.563	SEYMOUR ex-DE.98	-do-	-do-	1. 9.43	1.11.43	23.12.43	Returned USN 5/1/46 & sold 10/12/46.
.....	DE.99-113	Dravo (Wilmington) (Cleveland)	General Motors	.....	.....	.....	Retained USN.
.....	DE.114-128	-do-	-do-	.....	.....	.....	Retained USN; cancelled 10/2/43.
.....	DE.129-152	Consolidated Steel (Orange)	-do-	.....	.....	.....	Retained USN.
.....	DE.153-161	Norfolk Navy Yard	-do-	.....	.....	.....	Retained USN.
Ordered 18/1/42							
.....	DE.162-197	Federal Shipbuilding (Newark)	-do-	.....	.....	.....	Retained USN.
.....	DE.198-255	Brown (Houston)	-do-	.....	.....	.....	Retained USN.
Ordered 25/1/42							
.....	DE.256-265	Boston Navy Yard	-do-	.....	.....	.....	Retained USN.
K.470	CAPEL ex-Wintle, ex- DE.266	-do-	-do-	11. 3.43	22. 4.43	16. 8.43	Torpedoed German submarine U.486 off Cherbourg 26/12/44.
K.471	COOKE ex-Dempsey, ex- DE.267	-do-	-do-	11. 3.43	22. 4.43	16. 8.43	Returned USN 5/3/46 & sold 10/6/47.
K.472	DACRES ex-Duffy, ex- DE.268	-do-	-do-	7. 4.43	19. 5.43	28. 8.43	Returned USN 26/1/46 & sold 14/12/46 for scrapping.
K.473	DOMETT ex-Eisner, ex- DE.269	-do-	-do-	7. 4.43	19. 5.43	3. 9.43	Returned USN 5/3/46 & sold 3/6/47 for scrapping.
K.474	FOLEY ex-Gillette, ex- DE.270	-do-	-do-	7. 4.43	19. 5.43	8. 9.43	Returned USN 22/8/45 & sold ../6/46 for scrapping.
K.475	GARLIES ex-Fleming, ex- DE.271	-do-	-do-	7. 4.43	19. 5.43	13 9.43	Returned USN 20/ 8/45 & sold 18/7/47 for scrapping.
K.476	GOULD ex-Lovering, ex- DE.272	-do-	-do-	23. 4.43	4. 6.43	18. 9.43	Torpedoed German submarine U.358 north of Azores 1/3/44.
K.477	GRINDALL ex-Sanders, ex- DE.273	-do-	-do-	23. 4.43	4. 6.43	23. 9.43	Returned USN 20/8/45 & sold ../5/46 for scrapping.
K.478	GARDINER ex-O'Toole, ex- DE.274	-do-	-do-	20. 5.43	8. 7.43	28. 9.43	Returned USN 12/2/46 & sold 10/12/46 for scrapping.
K.479	GOODALL ex-Reybold, ex- DE.275	-do-	-do-	20. 5.43	8. 7.43	4.10.43	Torpedoed German submarine U.968 off Kola Inlet 29/4/45, and gunfire ANGUILLA the following day.
K.480	GOODSON ex-George, ex- DE.276	-do-	-do-	20. 5.43	8. 7.43	9.10.43	Torpedoed German submarine U.984 off Cherbourg 25/6/44 & written-off as constructive total loss; sold J Lee 9/1/47, arrived Whitchurch ../47 for scrapping.
K.481	GORE ex-Herzog, ex- DE.277	-do-	-do-	20. 5.43	8. 7.43	14.10.43	Returned USN 2/5/46 & sold 10/6/47 for scrapping.
K.482	KEATS ex-Tisdale, ex- DE.278	-do-	-do-	5. 6.43	17. 7.43	19.10.43	Returned USN 27/2/46 & sold 19/11/46 for scrapping.
K.483	KEMPTHORNE ex-Trumpeter, ex-DE.279	-do-	-do-	5. 6.43	17. 7.43	23.10.43	Returned USN 20/8/45 & sold ../5/46 for scrapping.

K.484	KINGSMILL ex-DE.280	-do-	-do-	9. 7.43	13. 8.43	29.10.43	Returned USN 22/8/45 & sold 17/2/47 for scrapping.
.....	DE.281-285	Charleston Navy Yard	-do-	.....	.....	.....	Retained USN.
.....	DE.286-300	-do-	-do-	.....	.....	.....	Retained USN; cancelled 12/3/44.
Ordered ..../42							
.....	DE.301-315	Mare Island Navy (Vallejo)	General Motors (Cleveland)	.....	.....	.....	Retained USN.
.....	DE.316-372	Consolidated Steel (Orange)	-do-	.....	.....	.....	Retained USN.
.....	DE.373-381	-do-	-do-	.....	.....	.....	Retained USN; cancelled 6/6/44.
.....	DE.382-424	Brown (Houston)	-do-	.....	.....	.....	Retained USN.
.....	DE.425-437	Boston Navy Yard	-do-	.....	.....	.....	Retained USN; cancelled 13/3/44.
.....	DE.438-450	Federal (Kearny)	-do-	.....	.....	.....	Retained USN.
.....	DE.451-456	-do-	-do-	.....	.....	.....	Retained USN; cancelled 6/6/44.
.....	DE.457-477	-do-	-do-	.....	.....	.....	Retained USN; cancelled 12/3/44.
.....	DE.478-507	-do-	-do-	.....	.....	.....	Retained USN; cancelled 2/10/43.
.....	DE.508-510	-do-	-do-	.....	.....	.....	Retained USN.
.....	DE.511	-do-	-do-	.....	.....	.....	Retained USN; cancelled 6/6/44.
.....	DE.512-515	-do-	-do-	.....	.....	.....	Retained USN; cancelled 12/3/44.
K.514	LAWFORD ex-DE.516	Boston Navy Yard	General Motors (Cleveland)	9. 7.43	13. 8.43	3.11.43	Bombed German aircraft off Normandie beaches 8/6/44.
K.515	LOUIS ex-DE.517	-do-	-do-	9. 7.43	13. 8.43	9.11.43	Returned USN 20/3/46 & sold 17/6/46 for scrapping.
K.516	LAWSON ex-DE.518	-do-	-do-	9. 7.43	13. 8.43	15.11.43	Returned USN 20/3/46 & sold 31/1/47 for scrapping.
K.564	LINDSAY ex-DE.519	-do-	-do-	18. 7.43	30. 8.43	20.11.43	PASLEY (1943); returned USN 20/8/45.
K.565	LORING ex-DE.520	-do-	-do-	18. 7.43	30. 8.43	27.11.43	Returned USN 7/1/47 & sold Greek shipbreaker 25/3/47 for scrapping.
K.566	MITCHELL ex-DE.521	-do-	-do-	14. 8.43	24. 9.43	3.12.43	HOSTE (1943); returned USN 22/8/45 & sold ..../546 for scrapping.
K.567	MOORSOM ex-DE.522	-do-	-do-	14. 8.43	24. 9.43	16.12.43	Returned USN 25/10/45 & sold ..../746 for scrapping.
K.568	MANNERS ex-DE.523	-do-	-do-	14. 8.43	24. 9.43	6.12.43	Torpedoed German submarine U.1172 20nm west of Skerries 26/1/45 & written-off as constructive total loss; sold Greek shipbreaker 3/12/46, arrived Piraeus ..../47 for scrapping.
K.569	MOUNSEY ex-DE.524	-do-	-do-	14. 8.43	24. 9.43	23.12.43	Returned USN 25/2/46 & sold 8/11/46 for scrapping.
K.570	INGLIS ex-DE.525	-do-	-do-	25. 9.43	2.11.43	29.12.43	Returned USN 20/3/46 & sold ..../947 for scrapping.
K.571	INMAN ex-DE.526	-do-	-do-	25. 9.43	2.11.43	13. 1.44	Returned USN 1/3/46 & sold ..../1146 for scrapping.
K.572	SPRAGGE ex-DE.563	Bethlehem-Hingham	General Electric (Lynn)	15. 9.43	16.10.43	14. 1.44	Returned USN 28/2/46 & sold 18/11/47 for scrapping.
K.573	STAYNER ex-DE.564	-do-	-do-	22. 9.43	6.11.43	30.12.43	Returned USN 24/11/45 & sold 7/11/47.
K.574	THORN- BOROUGH ex-DE.565	-do-	-do-	22. 9.43	13.11.43	31.12.43	Returned USN 29/1/47 & sold Greek shipbreaker 24/4/47.
K.575	TROLLOPE ex-DE.566	-do-	-do-	29. 9.43	20.11.43	10. 1.44	Torpedoed German MTB off Normandie beaches 6/7/44 & written-off as constructive total loss, sold West of Scotland Shipbreaking ..../51, arrived Troon ..../51 for scrapping
K.576	TYLER ex-DE.567	-do-	-do-	6.10.43	20.11.43	14. 1.44	Returned USN 12/11/45 & sold 23/5/46 for scrapping.
K.577	TORRINGTON ex-DE.568	-do-	-do-	22. 9.43	27.11.43	18. 1.44	Returned USN 11/6/46 & sold 26/9/47 for scrapping.
K.578	NARBOROUGH ex-DE.569	-do-	-do-	6.10.43	27.11.43	21. 1.44	Returned USN 4/2/46 & sold 14/12/46.
K.579	WALDEGRAVE ex-DE.570	-do-	-do-	16.10.43	4.12.43	25. 1.44	Returned USN 3/12/45 & sold ..../648 for scrapping.
K.580	WHITTAKER ex-DE.571	-do-	-do-	20.10.43	12.12.43	28. 1.44	Torpedoed German submarine U.483 off Malin Head 1/11/44 & written-off as constructive total loss; sold J Lee 13/1/47, arrived Whitchurch ..../48 for scrapping.
K.581	HOLMES (ii) ex-DE.572	-do-	-do-	27.10.43	19.12.43	31. 1.44	Returned USN 3/12/45 & sold ..../1047 for scrapping.
K.582	HARGOOD (ii) ex-DE.573	-do-	-do-	27.10.43	19.12.43	7. 2.44	Returned USN 4/3/46 & sold ..../347 for scrapping.
K.583	HOTHAM (ii) ex-DE.574	-do-	-do-	5.11.43	22.12.43	8. 2.44	Returned USN 13/3/56 & left Chatham in tow 1/11/56 for scrapping Netherlands.

Submarines

At the close of the First World War the British submarine flotillas comprised 111 boats completed, while another 39 were building (see *Note 1*); but by the outbreak of the Second World War submarine strength had been more than halved with only 57 boats in service, with a further 12 under construction. The shortage—though not as critical in other categories—was nonetheless acute.

Between the wars submarine development had not been spectacular, but had been concentrated on improving well-proven types. Unlike surface warships, the submarine is vitally dependent on its auxiliary machinery; and much effort had been expended to improve its performance and reliability in operation. While a bare examination of technical details showed only marginal advances between the submarine of 1919 and that of 1939, the latter was a far more potent weapon. It was constructionally stronger, could dive deeper and faster, was more silent when running submerged, carried a heavier armament; and although the maximum surface speed had tended to drop, the sustained sea speed was higher. Under the terms of the first London Naval Treaty (1930) the submarine was given a shorter effective life—13 years—than any other category, and this emphasised its complexity.

In the pre-war years the bulk of submarine construction was shared among Chatham Dockyard, Cammell Laird, and Vickers-Armstrongs; and they were later joined by Scotts. The usual practice was for one unit of each class to be built at Chatham, with the others put out to contracts; but the position was reversed with the “S” class, where the majority were Dockyard-built. Submarine construction was highly specialised, and it was not always appreciated that it was undertaken by only four yards; so that production could not be rapidly stepped-up when the long-deferred re-armament programmes were introduced.

At the outbreak of the Second World War three main types were in production: the large “T”, the medium “S”, and the small “U” classes. These designs proved so satisfactory that they were continued, and were up-dated as requisite. The construction of the “T” class was only halted when the all-welded “A” class were ready to be put into production; while construction of the “U” class was first cut back in 1943—after the Italian surrender—and then wholly arrested with the close of the European war. At first the “S” class was not put into war production, but they proved superior to the smaller “U” class for the North European theatre, and they were subsequently incorporated into the building programmes at the cost of a reduced number of the “U” class.

Another reason for not departing from proven designs was the limited submarine construction facilities available. The bulk of war construction was undertaken by the four established yards, but Vickers-Armstrongs were able to spread some of their work to their Walker yard; and Devonport and Portsmouth Dockyards were able to assist in a general manner. Cammell Laird concentrated on the “S” class, Vickers-Armstrongs on the “T” and “U”/“V” classes; while Scotts and the Dockyards made a smaller but more general contribution.

It is not possible to compile a list of submarine successes with absolute accuracy as no reports were available from the last patrol of boats sunk, nor

were they always able to observe the results of their attacks; and even access to enemy documents has not clarified many questionable situations. However, sufficient confirmed facts existed to show that British submarines accounted for 57 major (six cruisers, 16 destroyers, and 35 submarines) and 112 minor and auxiliary warships, together with some 500 merchant ships totalling over 1,525,000 ton gross. The price extracted was 78 British submarines lost from all causes: a figure which exceeded by 21 the number of submarines at the outbreak of war, and a clear indication of its inadequacy. Summarised in the accompanying table are losses incurred in the three main theatres of operations for each year of hostilities, which tells its own story of the shifting fortunes of war. In one respect British submarines were more fortunate than their enemy counterparts in that they did not have to contend with the severe and widespread Allied A/S measures. On the other hand they were less fortunate in having to operate mainly in enemy-controlled waters, where a concentration of A/S forces was more easily achieved. More than half of the losses occurred in the Mediterranean area, where they had to operate under adverse conditions; and it was not until late in 1943 that they were allowed to surface during daylight hours while on patrol.

In summarising British submarine losses from known causes 31 (39.2%) were sunk by surface ships, five (6.5%) by aircraft, five (6.5%) by submarines, six (7.6%) by mine, and ten (12.7%)—one was later salvaged—by miscellaneous causes; while 22 (27.9%) were lost under unknown circumstances, probably by mining in most cases. Considering their offensive role the losses incurred have to be regarded as reasonable for the successes achieved; especially as targets were nowhere nearly as numerous for them as for enemy submarines.

To summarise development briefly, at the close of the First World War British submarines—despite a proliferation of types—were composed of five distinct groups:—

- (a) Fleet submarines (“K” class) steam-driven to secure a high surface speed;
- (b) Submarine monitors (“M” class) armed with a 12in gun which with its muzzle just projecting above the surface could be fired while submerged;
- (c) Overseas patrol submarines (“L” class) capable of extended patrols, and some of which were fitted for minelaying;
- (d) Coastal patrol submarines (“H” class) small and handy for short patrols in generally shallow water; and
- (e) Anti-submarine submarines (“R” class) approximating the coastal patrol type, but with a large battery capacity and high underwater speed.

The termination of hostilities naturally resulted in many submarines on order, or under construction, being cancelled; and all boats earlier than the “H” class were placed on the disposal list.

In determining post-war requirements the tactical limitations of fleet, monitor, and anti-submarine submarines secured their elimination; and the overriding need was for further overseas patrol submarines. A solitary exception intervened with planned development, however, and this was the sub-

Below: The submarine cruiser X.1 in surface trim with raised W/T masts. (IWM)

BRITISH SUBMARINE LOSSES

Year/Area	Home	Mediterranean	Far East	Totals
1939	1	—	—	1
1940	15	9	—	24
1941	3	8	—	11
1942	3	15	—	18
1943	4	12	—	16
1944	2	1	2	5
1945	—	—	3	3
Totals	28	45	5	78



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 2/8/21							
.....	X.1	Chatham Dockyard	Chatham Dockyard	2.11.21	16. 6.23	23. 9.25	Sold T W Ward .././36, arrived Pembroke ../12/36 for scrapping.

Right, top: A 12in gun with limited elevation and training was mounted forward on the submarine monitor *M.1*. (IWM)
Right, centre: On the *M.2* (top) the 12in gun was replaced by a seaplane hangar and crane. (IWM)
Right, bottom: The *M.3* had the casing raised to accommodate a mine load carried on top of the pressure hull. Note the White Ensign flying from the jackstaff, which was not the normal practice. (NMM)

marine cruiser *X.1*. As early as 1915 the Admiralty Submarine Development Committee had advocated such a vessel mainly because during the war the German Navy had placed in service a limited number of large submarines to secure a wide radius of action, and armed them with 5·9in guns for surface action. They had earned a rather inflated reputation, out of which the *X.1* was born. At the time of her completion she was the largest submarine in the world, and had the following main particulars:—

Displacement: 2,520 tons (2,759 tons full load surfaced/3,585 tons submerged).

Dimensions: 350 (pp)/363½ (oa) × 29¾ × 19¾d/15¾ (17 full load) feet.

Machinery: Two shafts, Admiralty 8cyl (bore 21½in × 21½in stroke) diesel engines BHP 6,000 + MAN 6cyl (bore 450mm × 420mm stroke) diesel engines/..... generators BHP/kW 2,100/1,660 = 19½ knots + GEC electric motors (two shaft) SHP 2,400 = 9 knots.

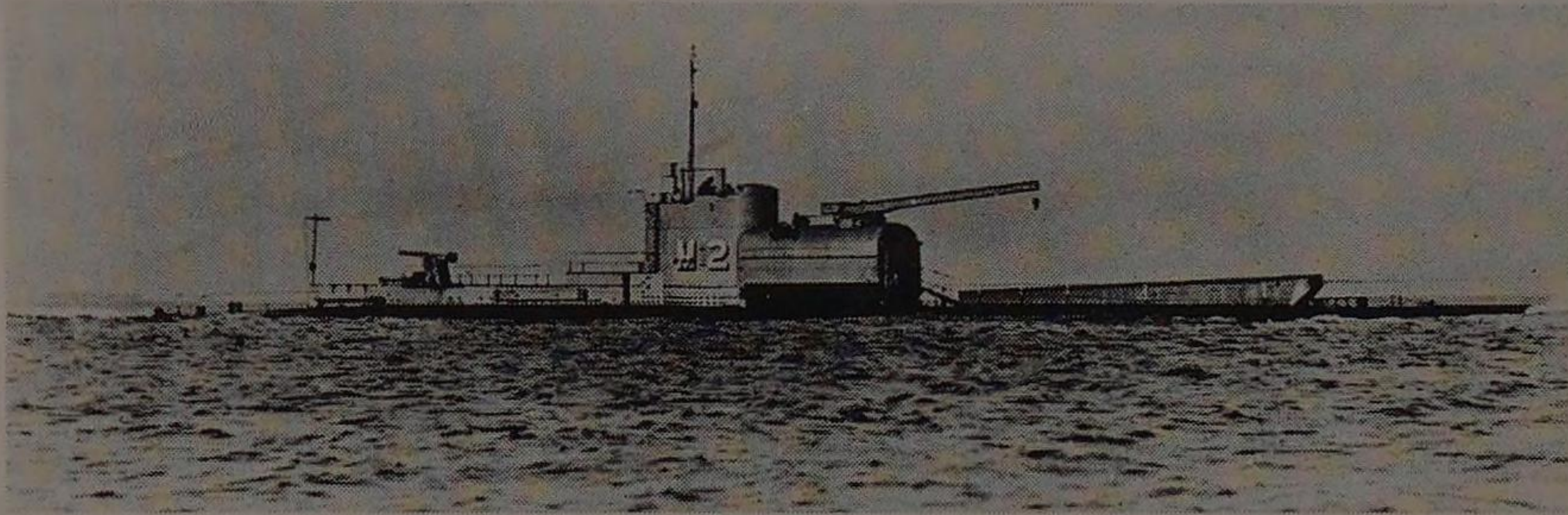
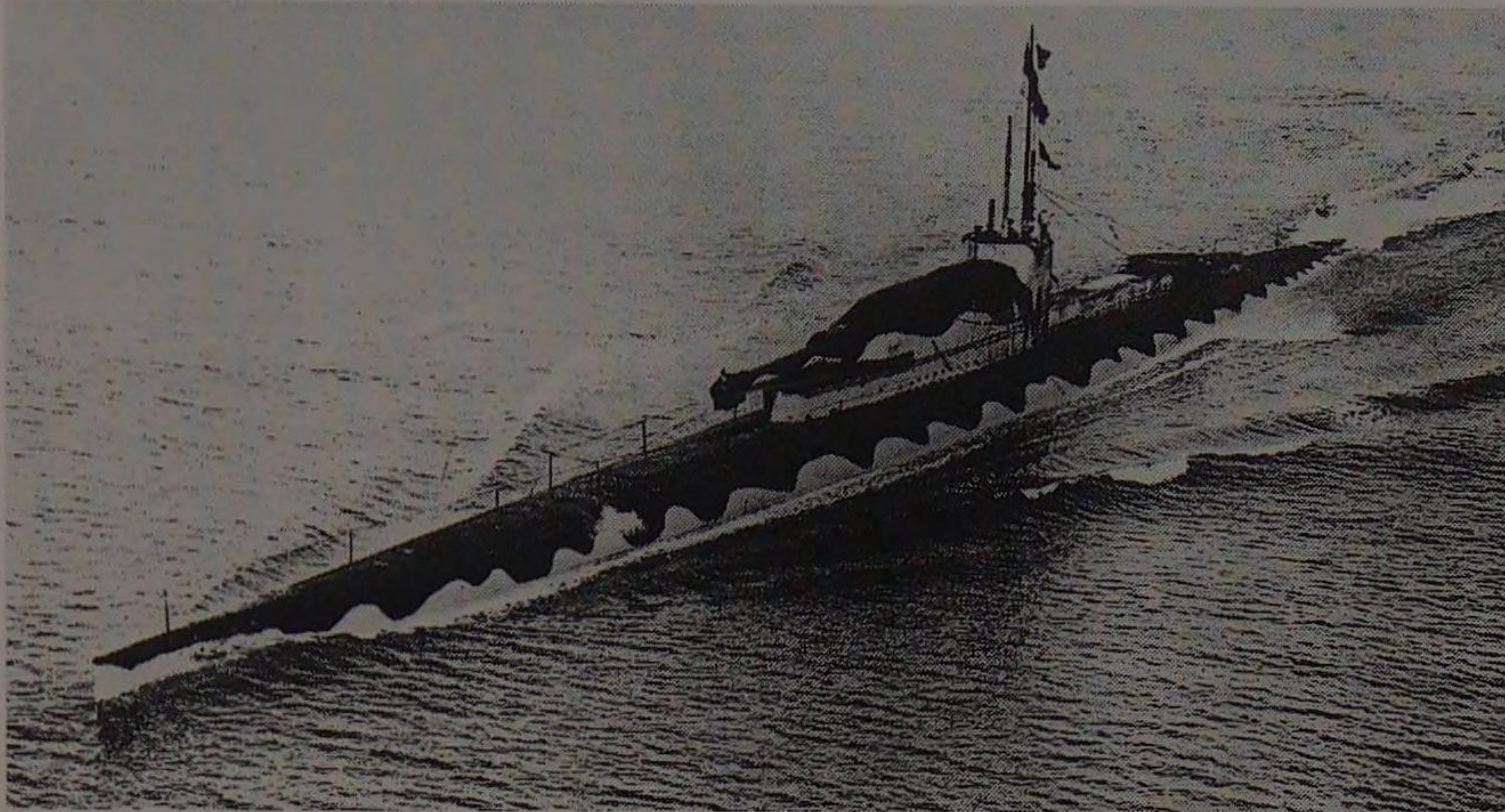
Bunkers & radius: O.F. 219 tons, 10,000/8,200/6,100nm @ 8/10/12 knots surfaced/3 × 110-cell Exide battery 5,850Ahr, 18/...nm @ 4/...k submerged.

Armament: Four 5·2in (2×2), two ·303in AA machine (2×1) guns; six 21in (six fwd—six reloads) T.T.

Complement: 109.

As the *X.1* was built under tight security there was much speculation on her particulars before they became generally known. This resulted in exaggerated accounts crediting her with a speed approaching 30 knots (which cannot have been taken seriously), and an armament that included six 5·5in guns (which was closer to actual fact): evidently the term cruiser had been taken too literally.

Designed to fight as much on the surface as when submerged, the *X.1* was of double hull construction, over which was laid a prominent casing, so that her twin gun mountings—arranged forward and aft of the conning tower—were carried well above the waterline; and a DCT and rangefinder were mounted on the conning tower. As a submarine she came up to expectations, dived safely and deeply, and had an unrivalled radius of action on the surface. She was unfortunately plagued throughout her career by unreliable diesel engines; and more than any thing else it was this mechanical trouble which resulted in her being paid-off for disposal in 1936. During trials in 1926 her main diesel engines totalled 5,445 BHP, auxiliary diesel engines 2,214, and electric motors 1,996 SHP: an aggregate of 9,655 HP. Following these trials her auxiliary diesel engines—which had been removed from the



former German submarine *U.126*—were each de-rated to 800 BHP, and their generators to 720kW. In the emergency load condition her bunkering could be increased by 190 tons, for a corresponding draught of 18¼ft; and the radius was increased to 18,700/15,700/12,200 miles at 8/10/12 knots. She was the only British warship completed after the First World War to be scrapped before the second conflict.

Following the loss of the *M.1* by collision in 1925, the remaining pair both had their 12in gun removed; and were converted to carry a seaplane, and into a minelayer, respectively. With the *M.2* a hangar was placed forward of the conning tower, and a catapult laid along the fore casing; while a crane was positioned over the hangar for seaplane recovery. As earlier submarine minelayers required special mines for their vertical shafts, the *M.3* was converted to lay standard moored mines. The mine rails were laid over the pressure hull for the three-quarters length aft, and were enclosed by a high casing; which gave her a distinctive profile. Mines were winched aft, and laid over the stern in the normal manner while submerged. Both conversions proved successful; and while it was decided not to proceed with the submarines carrying aircraft (this was quite unrelated to the subsequent loss of the *M.2*), the experience gained with the *M.3* was later put to good use with the “Porpoise” class submarine minelayers (q.v.).

Under the 1923 Estimates the first provision was made for the new overseas patrol submarines; and in casting the design a much wider radius of action was required than that possessed by the otherwise uniformly satisfac-

Note 1: So as not artificially to inflate these figures all submarines earlier than the “D” class, plus the foreign designs (“S”/“V”/“W” classes), and the experimental *Nautilus* and *Swordfish* have been omitted from the total completed; while those building were limited to the boats that were finally completed.

X.1: WEIGHTS	
Item	Weight
Hull & fittings	1,590 tons
Machinery	450 tons
Battery	210 tons
Armament	100 tons
Equipment	100 tons
Tankage	70 tons
Standard	2,520 tons
Fuel & lub oil	260 tons
Full load	2,780 tons



Above: Pre-war view of the *Perseus* in surface trim with W/T masts raised and aerials rigged. The shield to the 4in gun was later removed. (Real Photographs)

tory "L" class as the major theatre of operations had now moved from the North Sea to the Far East. Therefore, the prototype *O.1* (later named *Oberon*) approached the dimensions of the "J" class, which had all been transferred to the Royal Australian Navy after the First World War as best suited for employment in that area.

Incorporated into the *O.1* was the sum total of experience gained during the First World War, plus many innovations. She was the first British submarine to be fitted with Asdic, a powerful W/T outfit was provided; and as high surface speed was not sought she had reliable diesel engines driving twin screws. With less engine space required than in the "J" class two torpedo tubes could be worked-in aft, the forward battery was increased to six tubes, and beam tubes were omitted. The 4in gun and its revolving breast-work were still carried at the fore end of the conning tower casing, and a sheltered upper wheelhouse was located at the fore end of the conning tower.

The *O.1* was rigged with two 7in diameter 38ft periscopes (one bi-focal and one uni-focal), a 61ft telescopic W/T mast, and a short mast carrying the D/F loop. For underwater signalling there was the usual Fessenden gear, and revolving and fixed directional hydrophones supplemented the Asdic for underwater detection.

The pressure hull was divided by ten watertight bulkheads into the following main compartments: two WRT tanks enclosing the torpedo tubes, the forward torpedo tube compartment, forward torpedo stowage compartment and crew accommodation, crew accommodation with magazine and No. 1 battery under, officers' accommodation with auxiliary machinery compartment and No. 2 battery under, control room with No. 3 battery under and upper and lower W/T offices, upper and lower crew accommodation, main engine room, main motor room and crew accommodation, after torpedo stowage and tube compartment and steering gear, and aft WRT tanks enclosing the torpedo tubes. Enclosed by the casing were the galley, toilets and wash-rooms, a 13½ft motor dinghy and collapsible boat, and other deck equipment. The hydroplanes were located low forward and aft, and the oil fuel was carried in the upper part of the saddle tanks—outside the hull—which permitted rapid diving.

Although the *O.1* was initially beset by many technical faults, she eventually surmounted them all except for the dangerous tendency to leak oil

when submerged from the saddle tank bunkers. She was followed by two very similar boats—the *AO.1* and *AO.2*—for the Royal Australian Navy to replace the "J" class (which were all put on the disposal list in 1924); and the "O"/"P"/"R" classes, each of six units, which were successively authorised under the 1926/27/28 Estimates. One "P" class was lost by collision shortly after completion, and two "R" class were cancelled.

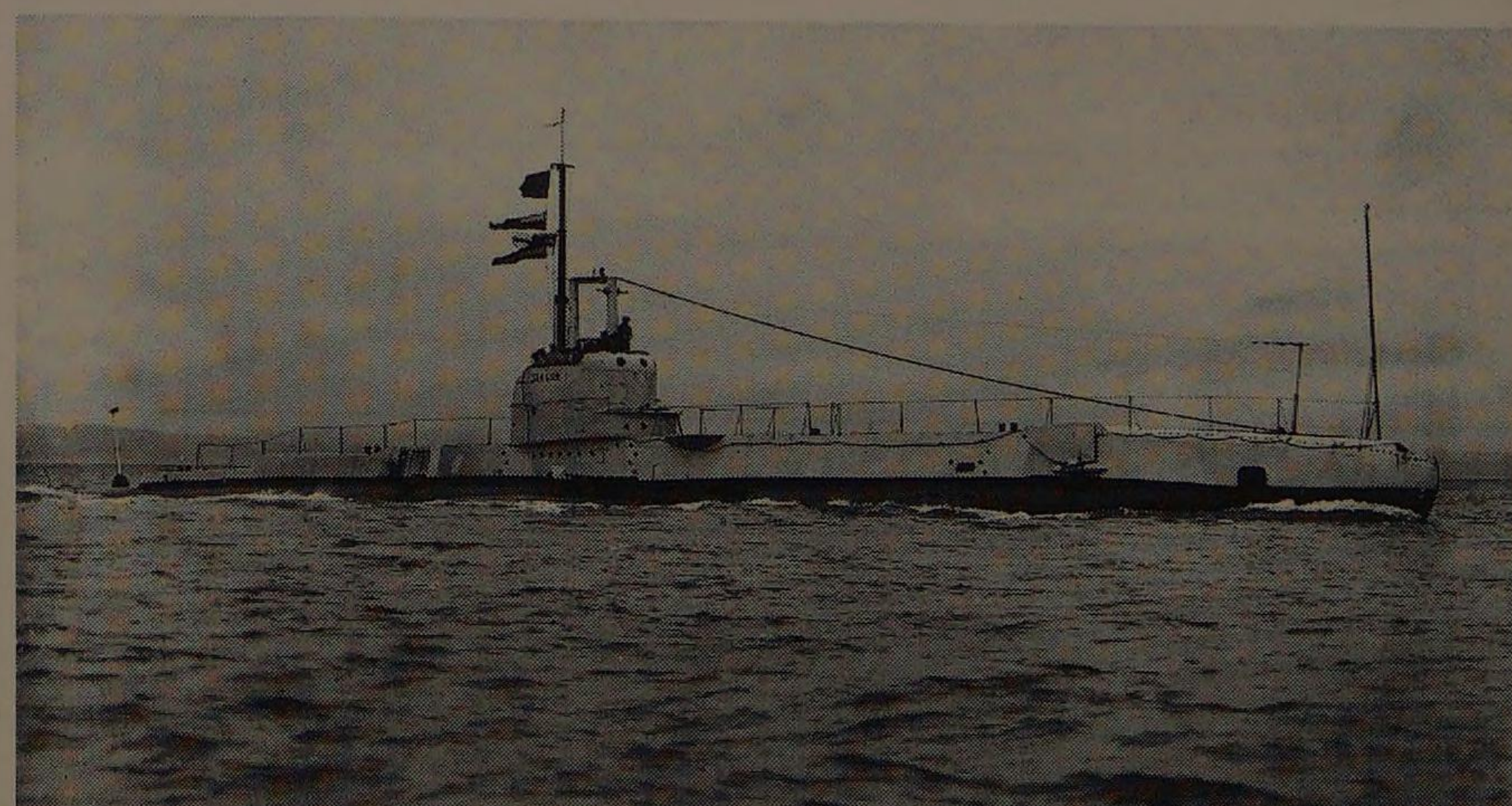
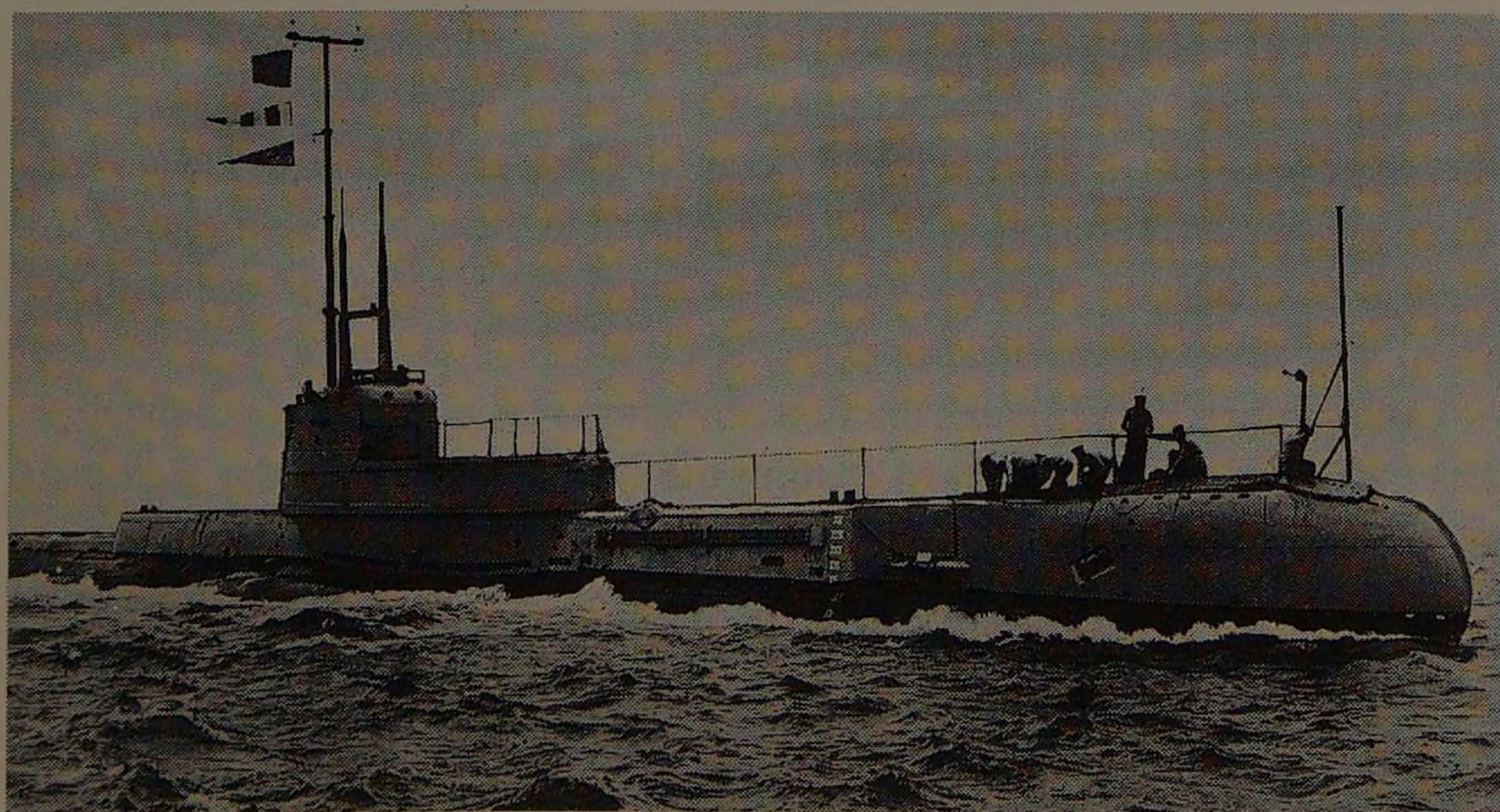
This settled policy was halted with the 1929 Estimates when one fleet submarine ("River" class) and two medium patrol submarines ("S" class) were authorised. The fleet submarine—the *Thames*—made 21¾ knots surfaced with diesel engines—in itself a noteworthy performance—during a period when there was a dearth of capital ship construction, although the French battlecruiser *Dunkerque*, launched in the same year as the *Thames*, was designed for 29½ knots. Unimaginatively, two more "River" class were authorised in 1931 and 1932. It was then tardily recognised that future capital ships would have speeds of about 30 knots, and as this speed was out of the question for fleet submarines they were finally dropped. The "River" class were considerably larger than the overseas patrol submarines owing to their much higher installed power, and like all boats that carried their bunkers externally they were prone to leak oil.

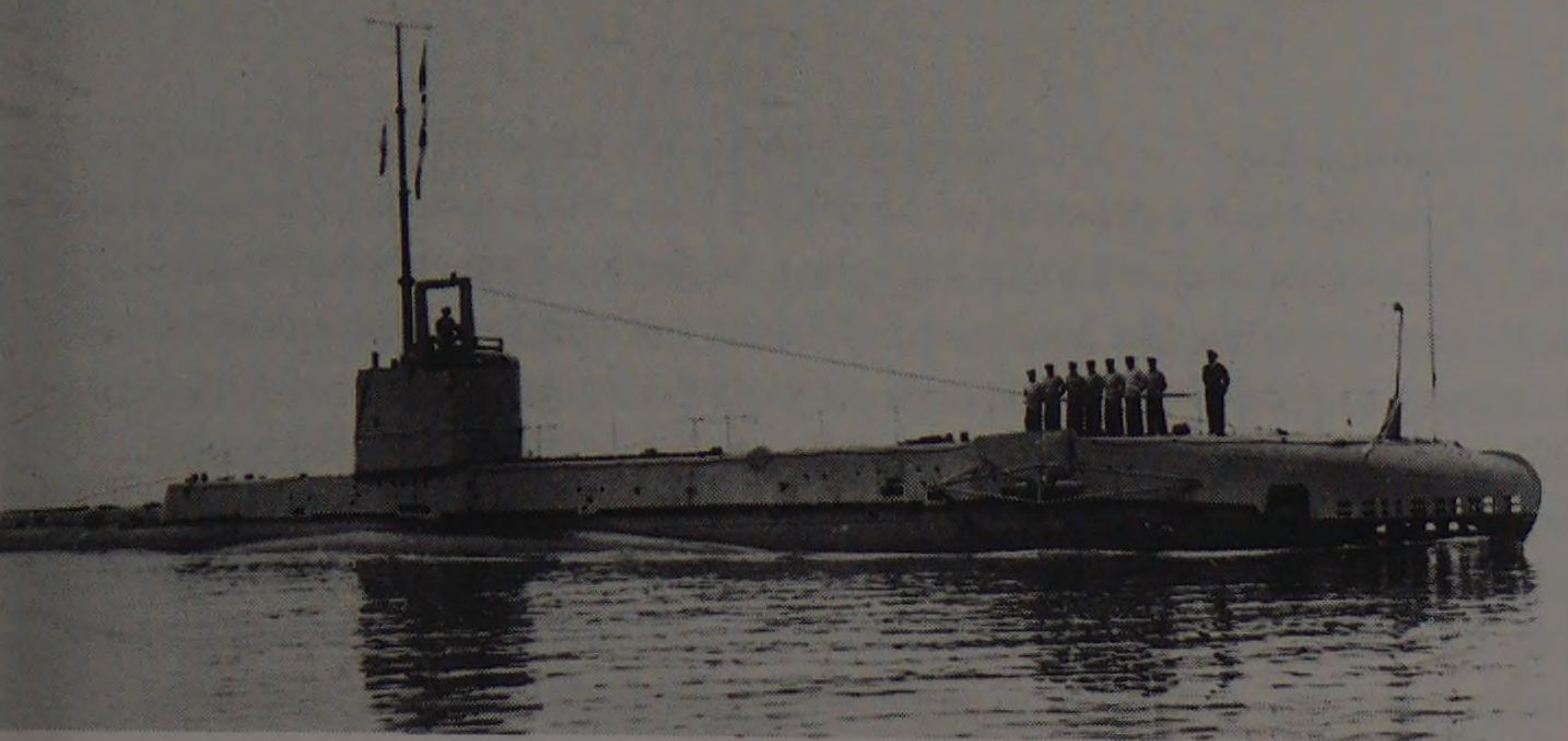
Attention was now turned to replacements for the ageing "H" and "L" classes, which resulted in several far-reaching decisions. In the first place the bulk of new construction would be met by two standard patrol types: a medium-sized boat primarily for the European theatre, and a larger boat for oceanic employment. Both types were increased in size over the boats they were replacing to secure a wider radius of action and a heavier armament, and would carry all their oil fuel internally.

To implement the above the first pair of the smaller type—the "S" class—were authorised, and they continued to be ordered—in pairs or singly—each year until 1935. They were moderately powered for a surfaced speed of 13¾ knots, were armed with six bow torpedo tubes and six reloads, and mounted a 3in AA gun on a forward extension of the conning tower. The pressure hull, as well as being pierced by the usual torpedo/gun/conning tower/engine room hatches, was additionally pierced by two escape hatches—one forward and one aft—to utilise the new Davis escape gear. While there was some opposition to further piercing—and so weakening—the pressure hull, escape hatches were fitted in all future construction. The last eight boats of the class were slightly modified in that the gun was mounted on the deck casing, and consequently the conning tower was not so high; and the first four were similarly altered later on.

A less satisfactory aspect of the 1929 Estimates was the provision for only three submarines, the prelude to which was the previous year's Estimates when the total had been reduced from six to four. It was not even a rate

Below: As completed the *Sturgeon* ("S" class, first group—left) had a long extension forward of the conning tower to accommodate a 12pdr AA gun on a hinged disappearing mounting. The second group—as illustrated by the *Sealion* (right)—dispensed with the disappearing mounting, and the gun was rigidly mounted on the casing deck so that the extension forward of the conning tower was considerably shortened to enclose only the ammunition hatch. (Valentine/Wright & Logan)





Above: The *Swordfish*—lead unit of the “S” class—after initial modifications that entailed removing the hinged disappearing mounting for the 12pdr gun that was later mounted on the casing deck. (IWM)

of construction that covered replacement of over-age boats, but was nevertheless maintained until 1936.

The following year saw the introduction of the prototype submarine minelayer *Porpoise* which utilising the experience gained with *M.3* similarly carried her mines on rails laid over the pressure hull, and enclosed by a high casing. An entirely new chain conveyor method of laying was devised for this boat, which could also be fitted to surface minelayers. Five further units of this type were ordered between 1933 and 1936, and only differed from the *Porpoise* by the casing being extended flush to the bows. Later, a special submarine mine was developed which could be laid through a torpedo tube, and thereafter the need for a special submarine minelayer lapsed as any submarine could then be used for this role.

The most interesting development during 1930 was the London Naval Treaty which endeavoured to tie-up the loose ends left by the earlier conference at Washington. By the terms of this treaty the U.K. was limited to a total of 52,700 tons (standard surfaced displacement) of submarines; none of which could exceed 2,000 tons, or ship a heavier piece than a 6.1 in gun, and whose age limit was fixed at 13 years. A special clause was inserted so that the *X.1*, and comparable foreign vessels, could be retained. At the time the submarine strength of the Royal Navy comprised 53 boats of 43,331 tons built plus 19 boats of 26,110 tons building: a total of 72 of 69,441 tons. It was therefore necessary to dispose of 17 boats of 17,040 tons leaving 55, of which seven were over-age.

A cursory examination of these figures revealed that new construction had to be at the rate of four submarines a year (five every fourth year) to maintain an under-age submarine fleet, and yet—as mentioned earlier—it was not until 1936 that the annual rate exceeded three boats. The 1929 Estimates had originally provided for six submarines, but the construction of three had been suspended until after the outcome of the London conference was known: when it was they were all cancelled.

The years 1931/34 made provision for additional units of the “River”/“Porpoise”/“S” classes; and it was not until 1935 that the first large patrol type—the *Triton* (“T” class)—was introduced, and was now envisaged as a replacement for the “O”/“P”/“R” classes as very few “L” class remained in service. Viewed in the former light the *Triton* was smaller, dived faster, and was handier submerged; and although slightly slower had a radius of action that was very little short of that possessed by the larger boats.

The arrangement of the torpedo armament was varied to permit larger salvos as the size of warships was steadily increasing, and a major unit could absorb several hits. While the six internal bow tubes were retained, the stern tubes were eliminated, and four external tubes were carried: two in the bows, and two amidships angled out from the centreline to discharge ahead. As reloads could only be carried for the internal tubes the number of torpedoes remained at 16: ten in the tubes, and six spare. The casing forward was bulbous and high to enclose the external tubes, was then reduced in height until it reached the conning tower when it was again raised to enclose the external tubes amidships, and then sloped down to the stern. The bridge casing was extended forward to enclose the base of the 4 in gun and its revolving breastwork; while the pressure hull was divided into eight watertight compart-

ments, and followed conventional layout internally. Further boats were ordered under the 1936/37/38 Estimates; and in order to evaluate the performances of diesel engines available for submarine propulsion several different types were installed in the class. A Vickers diesel engine of new design was fitted in boats built by Vickers-Armstrongs, Sulzer diesel engines in boats built by Cammell Laird, MAN diesel engines in boats built by Scotts, and a new Admiralty designed diesel engine in the boats built by Chatham Dockyard. The two British engines matched the performance of their foreign contemporaries, and were therefore fitted in all subsequent units of the class.

Following the unchecked German repudiation of the Versailles Treaty, in 1935 the British and German governments entered into an agreement whereby the naval forces of the latter were limited to 35% of the British total tonnage for each main category except submarines. For the latter Germany claimed parity in tonnage, but expressed their intention not to exceed 45% of the British tonnage without further notice. The important point was that the limitations were quantitative, not qualitative; and the tonnage available to Germany for submarine construction was 23,715 tons. With 36 boats built, or building, totalling 12,425 tons (see *Note 2*) this left a balance of 11,290 tons for future construction. Except that false German figures gave the impression that British submarines were a poor return for their displacement this treaty in no way affected British design; but the speed with which the German submarines were built, and placed in commission, was not lost on the Royal Navy. Four years later, at the outbreak of war, the German Navy had 58 submarines completed—one more than the Royal Navy—and seven building, against which the British authorisations and completions over a corresponding period were a poor comparison.

The last design to be produced before the Second World War was the “U” class, of which three were ordered under the 1936 Estimates. By this time the “H” class, completed between 1918 and 1920, were over-age, and the “U” class was intended to replace them as purely A/S training boats. As originally conceived they were to be small boats and unarmed; but the decision was made to arm them, which enabled them also to be used for initial submarine training, and afforded them a limited patrol capacity. Six torpedo tubes were finally fitted forward—four internally and two externally—and reloads were provided for each of the former: a heavy battery for their limited displacement.

A single hull design was adopted so that all main ballast was carried internally, and the pressure hull was divided into eight watertight compartments. Surface propulsion was diesel-electric, unlike all other British submarines that were direct diesel drive, which simplified machinery arrangements. Although the surfaced speed was probably adequate for their envisaged role, it was on the low side for operational purposes; but with the same battery capacity as the larger “S” class the submerged speed and endurance were good.

With the outbreak of the Second World War new construction was restricted to existing designs to speed production, and the Royal Navy were fortunate in that with the “S”/“T”/“U” classes they possessed three sound and well-proven types. Although design was stereotyped this did not mean that development was halted; and right through the war the designs were continually updated to incorporate new and/or improved equipment dictated by war experience. These areas of development included:—

Welding: Submarines were first partially, and then wholly, welded as more experience was gained with this type of construction. Welding increased the strength of the pressure hull, and so the diving depth; enabled oil fuel to be carried in external tanks without the risk of a tell-tale leak, and so widened the radius of action; and speeded construction with greater economy of manpower.

RDF & W/T: It was essential to fit submarines with AW and SW RDF to improve their patrol capability, and with more powerful W/T sets so that they were not restricted in range for relaying their information. The greatest problem was to back-fit these items into existing construction, rather than

Note 2: To secure the largest number of submarines within this tonnage the German Navy declared their standard displacements at below the actual figure. Thus, the type I was announced at 712 tons whereas it was 862 tons, and the type VII at 500 tons instead of 626 tons.

make the space available in new construction; but it was nevertheless accomplished despite the premium on space under which all submarines laboured.

Silencing & shock mounting of equipment: Although optimum sound isolation and shock mounting techniques are seldom compatible, the measures adopted for the former were helpful in increasing the shock resistance of the latter. Silencing was achieved by first reducing the noise level of existing auxiliary equipment (or replacing it with quieter alternatives), and then by placing it on flexible mountings to reduce noise transmission through the hull. Considerable experience had been obtained pre-war as to shock mounting, so as to ensure that equipment was comparable to the pressure hull in robustness. This was practically supplemented during the war by thoroughly examining submarines which had experienced heavy attacks, which revealed many important results in this field.

Armament: None of the "S"/"T"/"U" classes could fire a torpedo astern; so that both the "S"/"T" classes had an external tube added aft, while the latter also had two external tubes amidships re-aligned so as to discharge aft. No stern tube could be added in the "U" class, but the 12pdr was replaced by a 3in gun; and in the "S" class the 3in by a 4in gun in later units, which necessitated sacrificing the stern torpedo tubes. As British submarines were not exposed to the same intensity of air attack as enemy submarines only a single 20mm AA gun was added aft of the conning tower in the "S"/"T" classes, while the "U" class had to make do with three portable Vickers machine guns common to all British submarines.

Air mast & air purification: While consideration was given to shipping an air mast so that the main diesel engines could be run while submerged, its fitting was considered not to be justified while British submarines were generally able to surface at night to recharge their batteries. As mentioned above, air attacks against British submarines were not so heavy as those experienced by their enemy counterparts, and the boats had AW RDF, which most enemy submarines lacked. It was appreciated, however, that occasions would arise when it would be impossible to surface for a night charge, and to ventilate the boat; and the preferable alternative to an air mast was a larger battery capacity, and an air purification (carbon dioxide absorbent and oxygen replenishment) system. Although considerable space was required by both, the submarine's resulting wider utilisation made it more acceptable.

Air conditioning: To facilitate mass production standard Freon air conditioning units, with a capacity of 55,000BTU/hr were installed: two in the "S"/"T" classes, and one in the "U" class. In the Far East, where conditions were most arduous, the health and efficiency of submarine crews were so markedly improved that spare crew strength fell by some 50%: a considerable saving of skilled manpower that more than justified the fitting of this equipment.

Minor modifications to the "U" class (such as detailed above) resulted in the "V" class, which were slightly lengthened to give them finer ends, and had a larger surfaced radius of action owing to increased bunker capacity.

The only new design put into production during the war was the "A" class; and this was mainly brought about by the following considerations:—

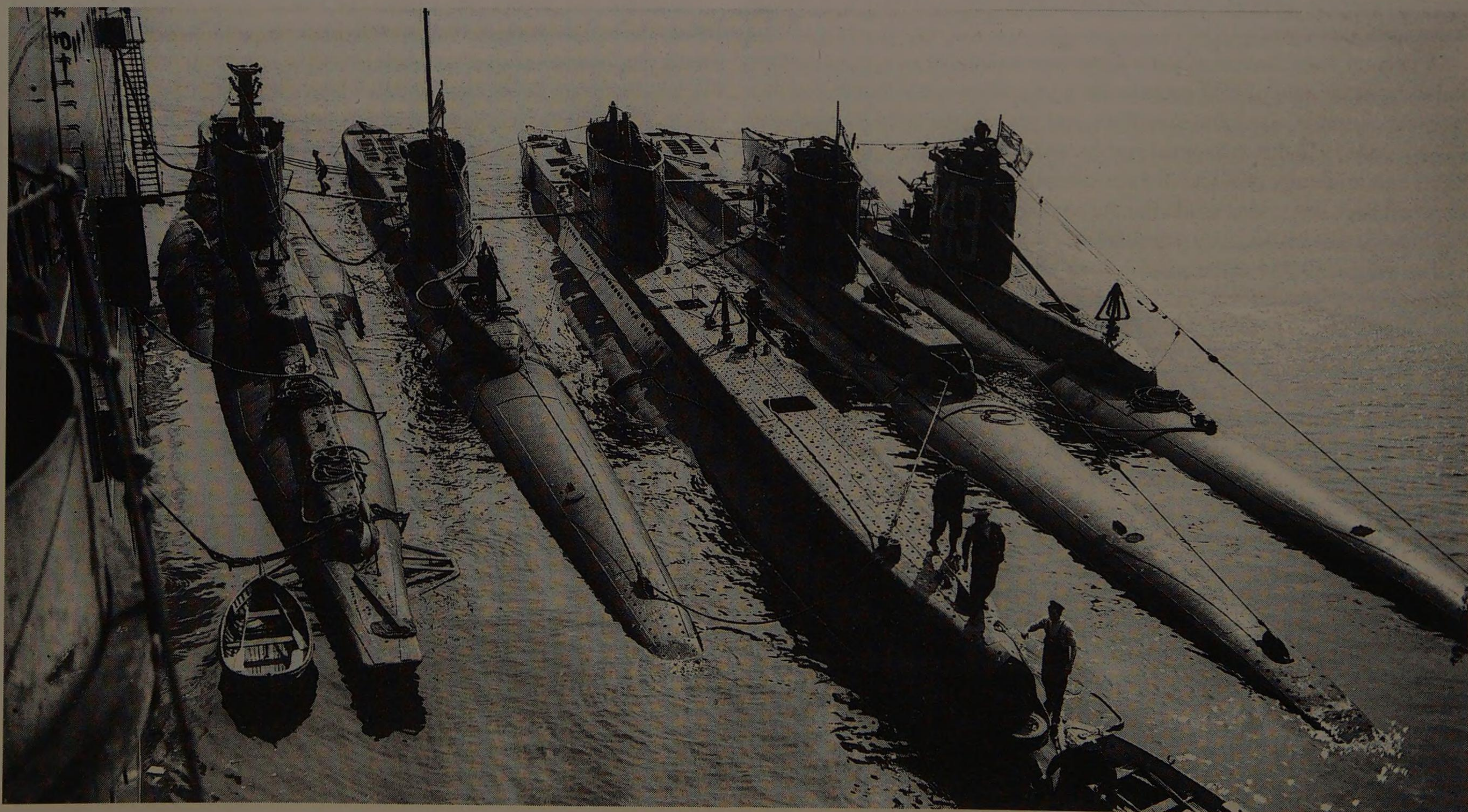
(a) while many advantages were incurred by adapting existing designs to all-welded construction, the fullest advantage could only be achieved by specifically designing a hull for welded construction, which naturally lent itself to pre-fabricated and speedier construction;

(b) so much additional equipment had been incorporated into existing designs that near saturation point had been reached, and a new design would enable weights to be better distributed, and items more advantageously located; and

(c) for Far Eastern operations a higher surfaced speed and a larger radius of action were desirable.

The design was advanced between 1941 and 1942, but was not put into production until the builders could undertake construction without halting output. When this stage was reached the "T" class was dropped from the building programme, and was replaced by the "A" class. Compared with the "T" class the new type was only slightly enlarged, although the beam was reduced by 4ft, had some 4 knots extra speed when surfaced, and clearly showed the advantages of re-design. They were armed with ten tubes—four internal and two external forward, and two internal and two external aft—and carried ten reload torpedoes; but no operational experience was gained with this class before hostilities ended.

Below: From left to right: unidentified "S" class, unidentified "U" class, P.614, Upright, and Unison berthed alongside their depot ship. (IWM)



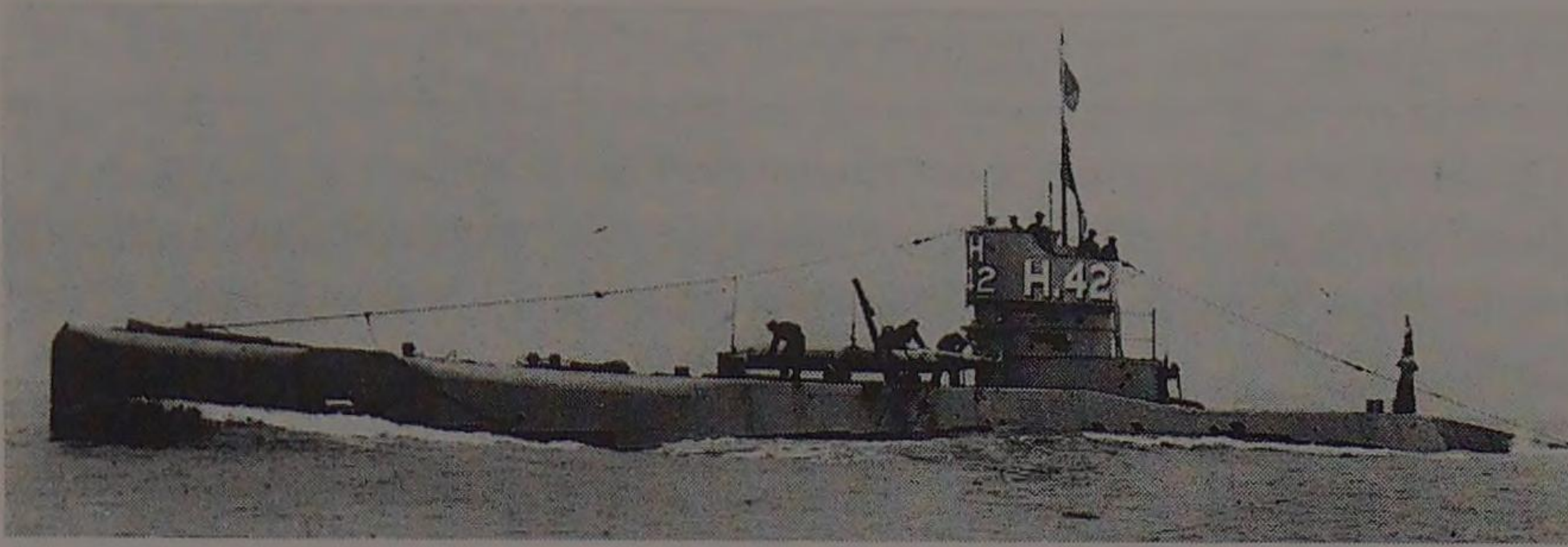
“H” class: Nos. 28, 31/34, 43, 44, 49, 50.

To speed submarine construction during the First World War this class was built to the design of Electric Boat (Groton), and the order for the initial series was equally shared between Canadian Vickers (Nos. 1/10) and Electric Boat (Nos. 11/20). The boats ordered in the U.S.A. were to be delivered unarmed to Canadian Vickers—who were to complete equipping them—but were not released by the U.S. Government, and were interned. They were not finally made available until the American entry into the war in 1917. Only two units (Nos. 11/12) finally served with the Royal Navy; while two others (Nos. 14/15) were transferred to the Royal Canadian Navy, and the remainder (Nos. 13 and 16/20) to the Peruvian Navy.

The Canadian-built boats all crossed the Atlantic under their own power; and later orders were completed for the Royal Italian Navy (eight units), and the Imperial Russian Navy (six units). At the outbreak of the Second World War all the Chilean, five Italian, and four Russian boats were still effective.

The class proved most successful in service, and the design was slightly modified by the Admiralty to incorporate a heavier armament (21in in lieu of 18in torpedoes), and a higher-powered W/T installation with only a small increase in size. Orders were placed for 33 boats (Nos. 21/53) of this second series; but only nine remained in service by the outbreak of the Second World War.

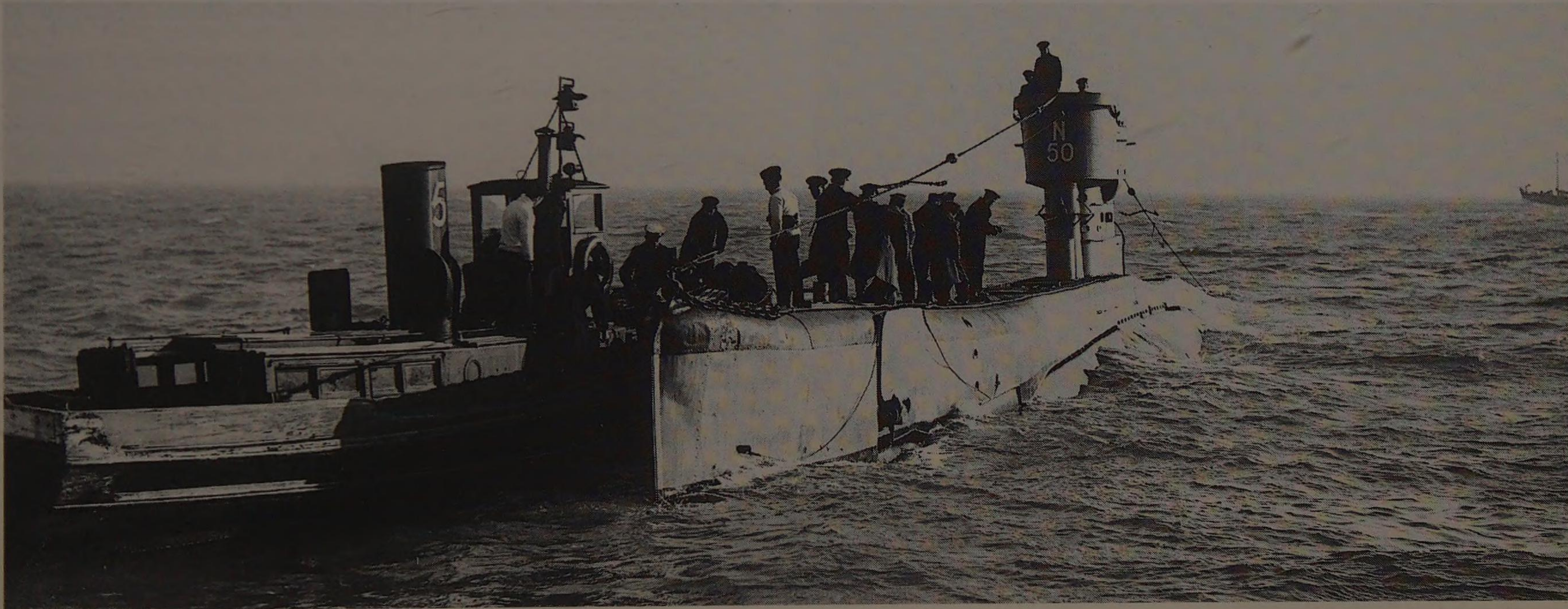
Although some were pressed into operational employment during 1939/40 they were otherwise exclusively used for training purposes. They were of



Above and below: The H.42 (above) and H.50 (below). (IWM)

single hull design, with the pressure hull divided into seven watertight compartments; and all oil fuel and water ballast were stowed internally, and the rudder and aft hydroplanes overhung the stern.

- Displacement:** 410 tons (440 full load surfaced/510 submerged tons).
- Dimensions:** 139½ (pp)/171¾ (oa) × 15¼ × 15¼d/11¼ (13 full load) feet.
- Machinery:** Two shafts, NLSE 8cyl (bore ...in × ...in stroke) diesel engines BHP 480 = 11½ knots surfaced + electric motors SHP 320 = 9 knots submerged.
- Bunkers & radius:** O.F. 16 tons, 2,985/1,375nm @ 7½/10k surfaced/2 × 60-cell Exide batteryAhr, 23/10nm @ 2/9k submerged.
- Armament:** One .303in AA machine gun; four 21in (all fwd—two reloads).
- Complement:** 23.
- Diving depth:** feet.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ../1–2/17							
28H	H.28	Vickers (Barrow)	New London Ship & Engine	18. 3.17	12. 3.18	29. 6.18	Sold West of Scotland Shipbreaking 18/8/44, arrived Troon .././44 for scrapping.
31H	H.31	-do-	Vickers (Barrow)	19. 4.17	16.11.18	11. 2.19	Lost unknown cause Bay of Biscay 24/12/41.
32H	H.32	-do-	-do-	20. 4.17	19.11.18	14. 5.19	Sold West of Scotland Shipbreaking 18/10/44, arrived Troon .././44 for scrapping.
Ordered ../6–7/17							
33H	H.33	Cammell Laird (Birkenhead)	Ruston & Hornsby (Lincoln)	11.17	24. 8.18	15. 4.19	Sold West of Scotland Shipbreaking ../10/44, arrived Troon .././44 for scrapping.
34H	H.34	-do-	-do-	20.11.17	5.11.18	19. 9.19	Sold West of Scotland Shipbreaking ../7/45, arrived Troon .././45 for scrapping.
43H	H.43	Armstrong (Walker)	-do-	10.17	3. 2.19	13.10.19	Sold West of Scotland Shipbreaking ../11/44, arrived Troon .././44 for scrapping
44H	H.44	-do-	-do-	10.10.17	17. 2.19	23. 3.20	Sold West of Scotland Shipbreaking ../2/45, arrived Troon .././45 for scrapping.
49H	H.49	Beardmore (Dalmuir)	North British Diesel (Glasgow)	18	15. 7.19	20	Depth charged German trawlers Uj.116 and Uj.118 off Texel 18/10/40.
50H	H.50	-do-	-do-	 1.18	25.10.19	13. 1.20	Sold West of Scotland Shipbreaking ../7/45, arrived Troon .././45 for scrapping.

“L” class: Nos. 23, 26, 27.

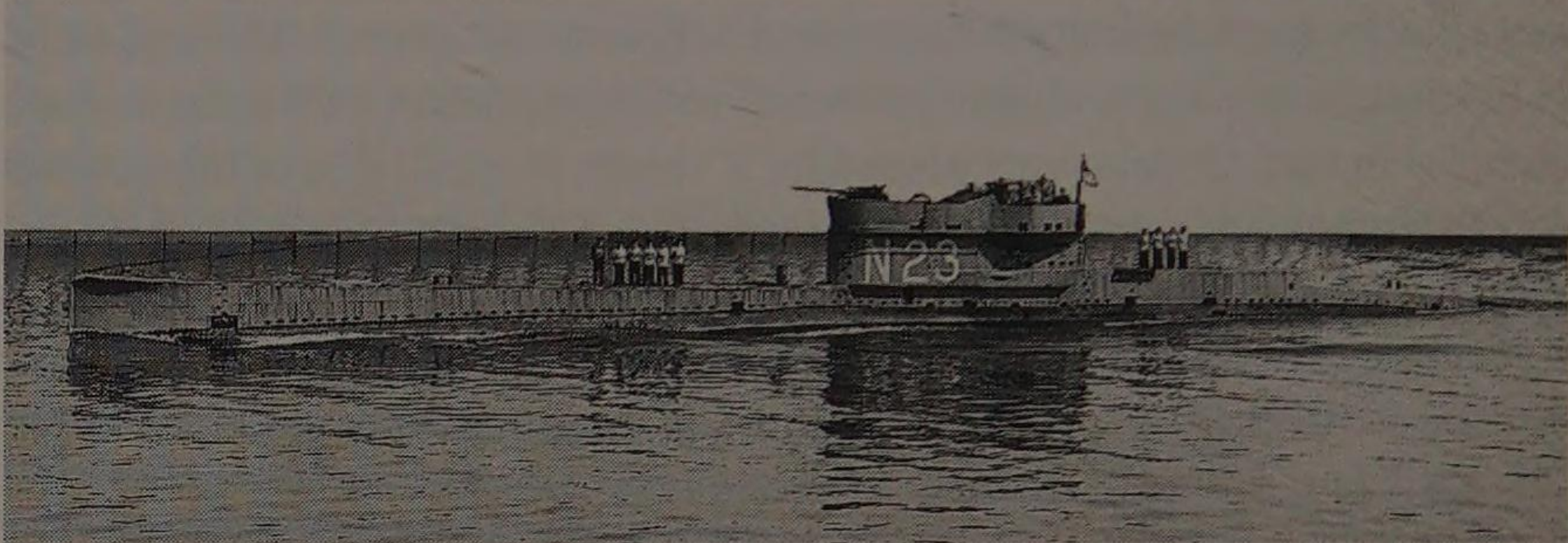
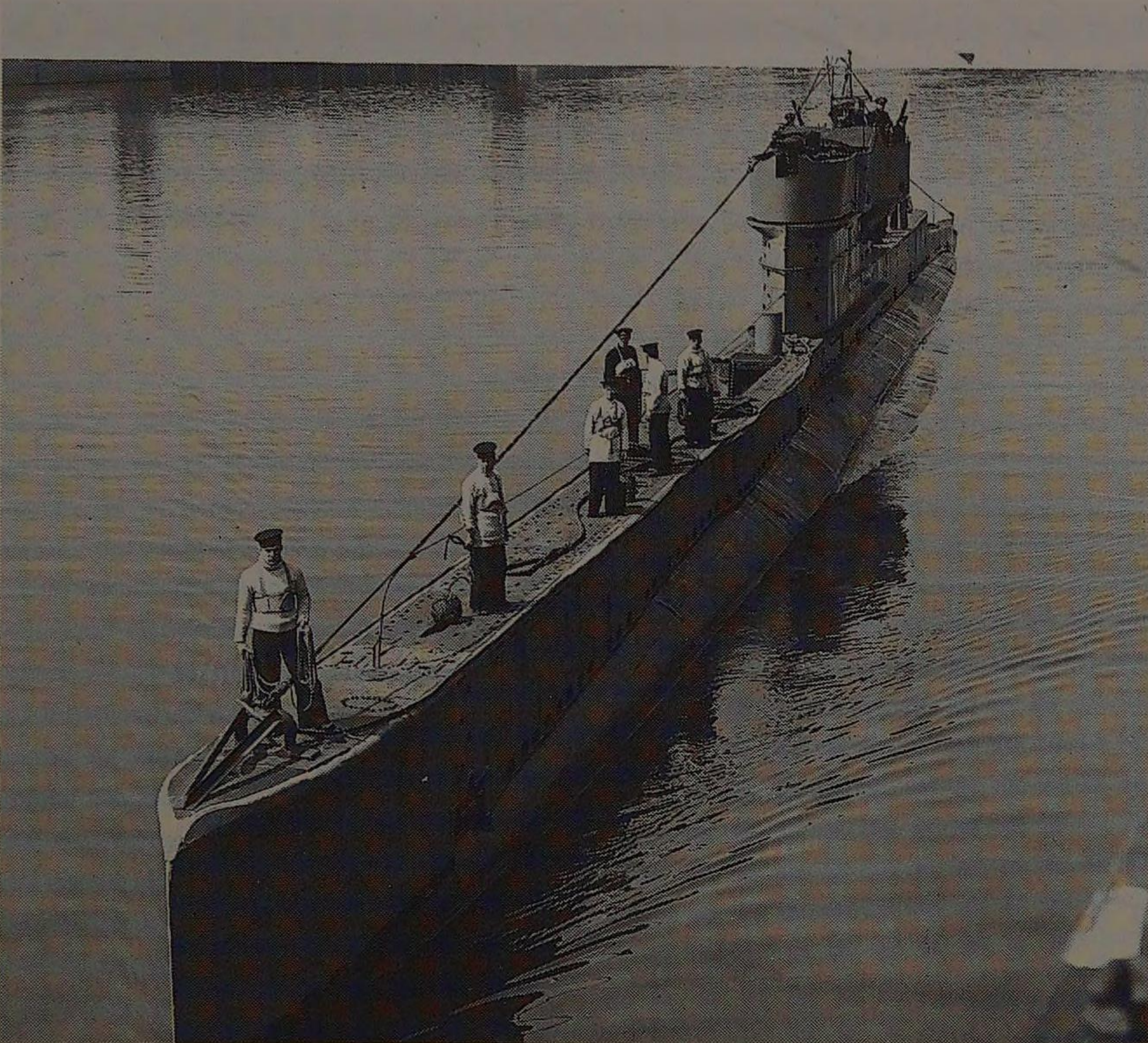
This class was a progressive development of the overseas patrol type, introduced by the “D” class (1907), in which size was moderately increased for a higher surface speed, extended radius of action, and a heavier torpedo armament.

The first series (Nos. 1/8) shipped six 18in torpedo tubes (four forward and two amidships), while the second series (Nos. 9/12 and 14/36) were slightly lengthened to accommodate 21in bow torpedo tubes, increased to six 21 bow tubes in the third series (Nos. 50/74) by omitting the beam tubes. Reloads were provided for all tubes. During the First World War some of the second series were fitted for minelaying, with the mines carried in vertical tubes positioned on each side of the saddle tanks. All boats mounted the gun on the conning tower, which was lengthened in consequence; but only the third series had a gun at each end of it. Placed high, the guns had a good command, and the breastwork revolved with the mounting.

“L” CLASS: WEIGHTS

Item	Weight
Hull & fittings	485 tons
Machinery	174 tons
Battery	130 tons
Armament	35 tons
Equipment	12 tons
Tankage	14 tons
Standard	850 tons
Fuel & lub oil	80 tons
Full load	930 tons

Below left and below: Not only the background but also the periscope standards have been obliterated by the censor from the *L.23* in 1942. (IWM)



Above and below: The 4in gun was temporarily removed from the *L.26* while engaged in boom obstruction trials, and the wartime censor has again obliterated the background details so as not to reveal the boat’s operating base. (IWM)



The end of the First World War resulted in some of the second series, and most of the third series, being cancelled. Six units—Nos. 23, 26, 27, 53, 54, and 59—were transferred to the Dockyards for delayed completion between 1923 and 1926; and beam tubes were omitted from the first three. These latter were the only units that remained in service by the outbreak of the Second World War; and except for brief operational employment during 1940 they were otherwise used for training.

Displacement: 760 tons (890 full load surfaced/1,055 submerged tons).

Dimensions: 229¼ (pp)/238½ (oa) × 23½ ×d/13½ (.... full load) feet.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ../12/16							
23L	L.23	Vickers (Barrow)	Vickers (Barrow)	29. 8.17	1. 7.19	5. 8.24	Completed Chatham Dockyard; foundered in tow off Nova Scotia ../5/46 en route shipbreakers.
26L	L.26	-do-	-do-	31. 1.18	29. 5.19	12.10.26	Completed Portsmouth Dockyard; expended as A/S target off St Margarets Bay 24/9/46.
27L	L.27	-do-	Ruston & Hornsby (Lincoln) & Thornycroft (Woolston)	30. 1.18	14. 6.19	25. 3.26	Completed Portsmouth Dockyard; sold Marine Industries .././46, arrived Montreal ../7/46 for scrapping.

Ex-American “R” class: Three unnamed (P.511/512 & P.514).

These old ex-American boats were transferred to the Royal Navy in 1941/42 principally for training, but were occasionally used operationally as convoy escorts. They were of single-hull Holland design, and were slightly larger than the contemporary British “H” class.

Displacement: 530 tons (590 full load surfaced/684 submerged tons).

Dimensions: 179 (wl)/186¼ (oa) × 18 × 18d/12¼ (13¾ full load) feet.

Machinery: Two shafts, NLSE ...cyl (bore ...in × ...in stroke) diesel engines BHP 880 = 13½ knots surfaced + Electric Dynamics electric motors SHP 934 = 10½ knots submerged.

Bunkers & radius: O.F. 60 tons, 3,700/.....nm @ 10/...k surfaced/2 × ...-cell batteryAhr, .../...nm @ .../...k submerged.

Armament: One 3in gun; four 21in (all fwd—four reloads) T.T.

Complement: 33.

Diving depth: 200 feet.

Machinery: Two shafts, Vickers 12cyl (bore ...in × ...in stroke) diesel engines BHP 2,400 = 17½ knots surfaced + electric motors SHP 1,600 = 10½ knots submerged.

Bunkers & radius: O.F. 76 tons, 3,800/.....nm @ 10/...k surfaced/3 × 112-cell Exide batteryAhr, 200/65 ...nm @ 2/5k submerged.

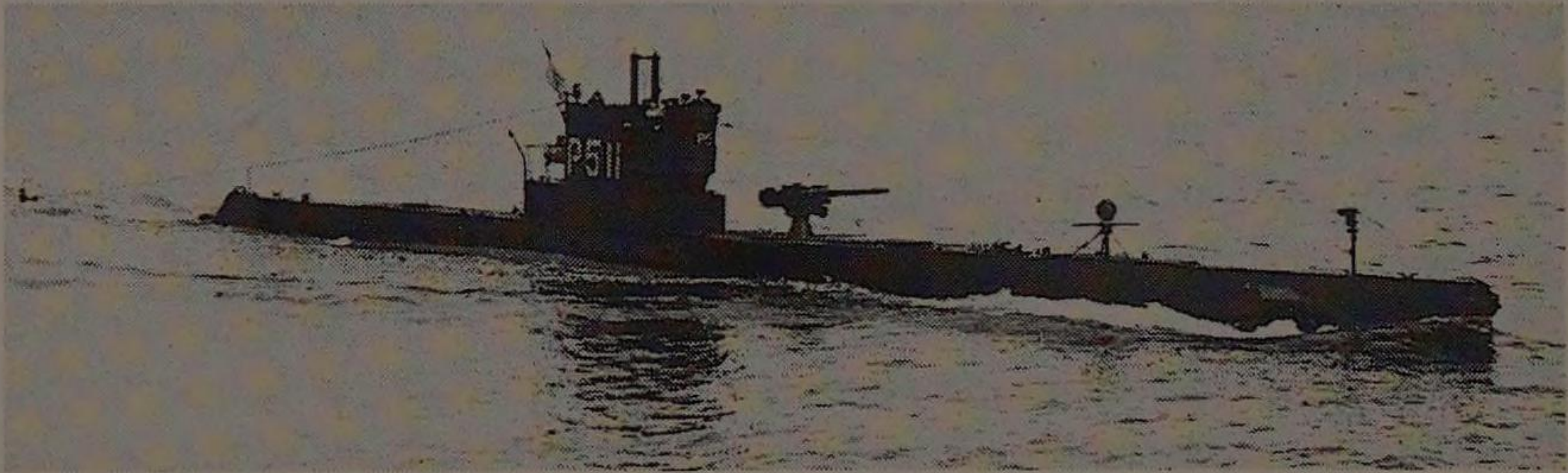
Armament: One 4in, two .303in AA machine (2×1) guns; four 21in (all fwd—four reloads) T.T.

Complement: 35 (war 43).

Diving depth: 300 feet



Above and below: The ex-American submarines P.512 (above) and P.511 (below). (NMM/IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired .././41							
P.511	Unnamed ex-R.3	Fore River Shipbuilding (Quincy)	New London Shipbuilding & Engineering	11.12.17	18. 1.19	17. 4.19	Returned USN 20/11/44, foundered Kames Bay 27/11/47, salvaged ../12/47; sold West of Scotland Shipbreaking 10/12/47, arrived Troon 21/2/48 for scrapping.
P.512	Unnamed ex-R.17	Union Ironworks (San Francisco)	-do-	5. 5.17	24.12.17	17. 8.18	Returned USN 6/9/44; sold American shipbreakers 16/11/45, arrived Philadelphia .././45 for scrapping.
P.514	Unnamed ex-R.19	-do-	-do-	23. 6.17	28. 1.18	7.10.18	Rammed in error RCN minesweeper GEORGIAN en route Argentina/St Johns 21/6/42.

Ex-American “S” class: Six unnamed (P.551/556).

Like the above class, these old ex-American boats were transferred to the Royal Navy during 1941/42 principally for submarine training; but were occasionally used operationally as convoy escorts. They were of single-hull Holland design with saddle tanks; and were not quite as large as, and slower than, the contemporary British “L” class, but carried two reloads for each torpedo tube.

Displacement: 854 tons (946 full load surfaced/1,062 tons submerged tons).

Dimensions: 211 (wl)/219¼ (oa) × 20¾ × 20¾d/15 (16¾ full load) feet.

Machinery: Two shafts, NSLE ...cyl (bore ...in × ...in stroke) diesel engines BHP 1,200 = 14½ knots surfaced + Ridgway except P.552 Electric Dynamics electric motors SHP 1,500 = 11 knots submerged.

Bunkers & radius: O.F. 92 tons, 5,000/.....nm @ 10½/...k surfaced/2 × ...-cell batteryAhr, .../...nm @ .../...k submerged.

Armament: One 4in gun; four 21in (all fwd—eight reloads) T.T.

Complement: 42.

Diving depth: 200 feet.

Below: The ex-American submarine P.552. (NMM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired .../41							
P.551	Unnamed ex-S.25	Bethlehem Steel (Quincy)	New London Ship- building & Engineer- ing	26.10.18	29. 5.22	9. 7.23	Polish JASTRZAB (1941); depth charged in error by RN destroyer ST ALBANS & minesweeper SEAGULL off north coast of Norway 2/5/42.
P.552	Unnamed ex-S.1	Fore River	-do-	11.12.17	26.10.18	5. 6.20	Returned USN 16/10/44; sold 16/6/46 & scrapped Durban.
P.553	Unnamed ex-S.21	Bethlehem Steel (Quincy)	-do-	19.12.18	18. 8.20	14. 9.23	Returned USN 11/7/44; expended as A/S target off New England coast 23/3/45.
P.554	Unnamed ex-S.22	-do-	-do-	6. 1.19	15. 7.20	23. 6.24	Returned USN 11/7/44; sold 16/11/45 & scrapped Philadelphia.
P.555	Unnamed ex-S.24	-do-	-do-	1.11.18	27. 6.22	24. 8.23	Returned USN 20/12/44; expended as A/S target off Portland Bill 25/8/47.
P.556	Unnamed ex-S.29	-do-	-do-	17. 4.19	9.11.22	22. 5.24	Returned USN 26/1/45; sold H G Pounds 24/1/47 & beached Portchester, arrived Portsmouth .../65 for scrapping.

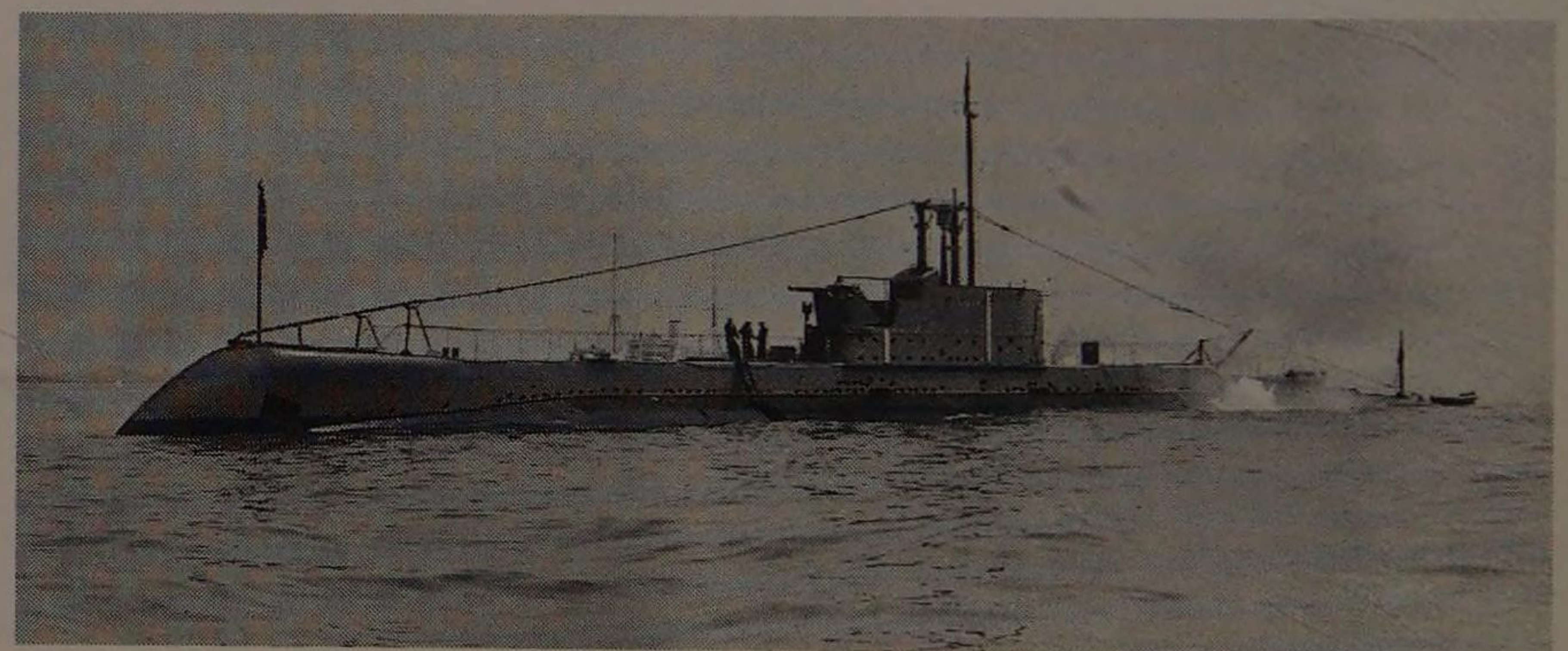
“O” class: (first group) OBERON.

As the Anglo-Japanese naval alliance was not renewed in 1922 a requirement arose for submarines with a large radius of action for employment in the Far East, and the design of the *Oberon* was framed to this end.

Compared with the “L” class, the *Oberon* was some 40ft longer, had 4ft more beam, was 2 knots slower with a much wider radius, and carried double the torpedo armament. This last feature was significant as time in the patrol area was determined as much by bunker capacity as by torpedoes available; and a correct balance had to be struck between the two. All the torpedo tubes were fitted internally, and a reload was provided for each. The design speeds were never attained, and $13\frac{3}{4}/7\frac{1}{2}$ knots was the average when surfaced/submerged. Two electric motors were arranged in tandem on each shaft, and could either be in series for prolonged slow speed, or in parallel for a short burst of high speed; and all subsequent classes were similarly fitted. Equipment included Asdic type 116, hydrophones type 709, D/F type SF, W/T types 39X and 40X, and STA type 105.

The increased bunker capacity meant that all oil fuel could not be carried internally unless dimensions were enlarged, and as this was undesirable it was carried externally in the upper half of the saddle tanks; which permitted only a minimum increase in dimensions. The characteristics of the *Oberon* naturally appealed to the Royal Australian Navy, who ordered two similar boats. They could be distinguished from the *Oberon* by their ram-shaped bows—the *Oberon* was bull-nosed—and by the provision of net cutters forward, and between the periscope standards. Vickers later built three very similar boats for the Chilean Navy.

With only two exceptions all previous British submarines were only numbered, and not named, and these three boats originally conformed to this practice, but were given names prior to launching. In 1931 the two Royal Australian Navy boats were transferred to the Royal Navy as an economy measure.



Top: The *Oberon* in surface trim with W/T masts rigged. (NMM)

Above and below: The *Oxley* (above) and the *Otway* (below): note ram-shaped bow and net cutters forward. (NMM)

All these submarines were operationally employed at the start of the Second World War, but except for the *Oxley*—the first submarine war loss—were later relegated to training; and in 1944 one 20mm AA and three .5in AA machine (3×1) guns replaced the original machine guns.



Displacement: 1,311 tons (1,471 full load surfaced/1,831 tons submerged tons).

Dimensions: 266¾ (pp)/269¾ (oa) × 28 ×d/13¼ (15½ full load) feet.

Machinery: Two shafts, Admiralty 6cyl (bore 20in × 20in stroke) diesel engines BHP 2,700 = 15 knots surfaced + electric motors SHP 1,300 = 9 knots submerged.

Bunkers & radius: O.F. 186 tons, 10,800/4,500nm @ 10/15k surfaced/3 × 112-cell Exide batteryAHr, 60/...nm @ 4/...k submerged.

Armament: One 4in, two .303in AA machine (2×1) guns; eight 21in (six fwd & two aft—six reloads) T.T.

Complement: 53.

Diving depth: 500 feet

“O” class: (first group) OTWAY, *OXLEY.

Displacement: 1,349 except * 1,354 tons (1,520 full load surfaced/1,872 submerged tons).

Dimensions: 266¾ (pp)/275 (oa) × 27½ ×d/13¼ (15½ full load) feet.

Machinery: Two shafts, Admiralty 6cyl (bore 20in × 20in stroke) diesel engines BHP 3,000 = 15½ knots surfaced + electric motors SHP 1,300 = 9 knots submerged.

Bunkers & radius: O.F. 186 tons, 12,000/5,000nm @ 10/15k surfaced/3 × 112-cell Exide batteryAHr, 60/...nm @ 4/...k submerged.

Armament: One 4in, two .303in AA machine (2×1) guns; eight 21in (six fwd & two aft—six reloads) T.T.

Complement: 53.

Diving depth: 500 feet

“O” class: (second group) ODIN, OLYMPUS, ORPHEUS, OSIRIS, OSWALD, OTUS.

This group were generally similar to the *Oberon* except that they had a slightly higher surfaced speed and a ram bow. The forward hydroplanes, which were placed at the bottom of the pressure hull in the *Oberon*, were moved to the top of the pressure hull in these—and all subsequent—submarines. This enabled the hydroplanes to be turned-in when not in use, and so less liable to damage; as they were very vulnerable in the lower position—although it permitted a faster dive—added to which was the difficulty of access.

Instead of the usual mechanical clutches hydraulic units were fitted in the *Orpheus*, and proving successful were incorporated into all future construction. Equipment included Asdic type 118, hydrophones type 709, D/F type

SF, W/T type 47, and STA type 105. In 1943 one 20mm AA gun was added on the *Otus*.

Displacement: 1,475 tons (1,645 full load surfaced/2,038 submerged tons).

Dimensions: 265 (pp)/273½ (oa) × 26¾ × 13½d/13¾ (16 full load) feet.

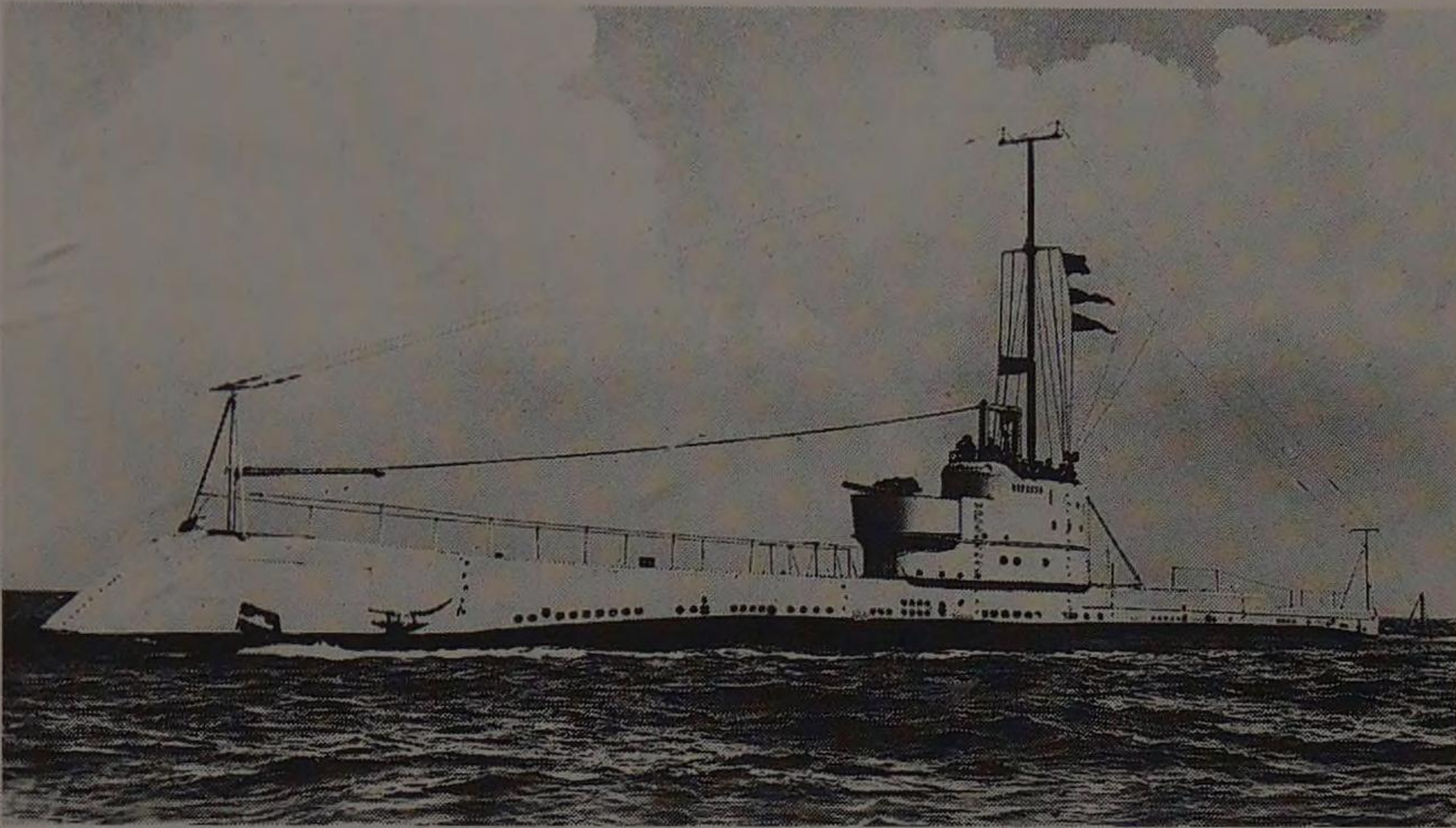
Machinery: Two shafts, Admiralty 8cyl (bore 20in × 20in stroke) diesel engines BHP 4,520 = 17½ knots surfaced + electric motors SHP 1,320 = 9 knots submerged.

Bunkers & radius: O.F. 174 tons, 10,800/3,280nm @ 10/15k surfaced/3 × 112-cell Exide batteryAHr .../...nm @ 4/...k submerged.

Armament: One 4in, two .303in AA machine (2×1) guns; eight 21in (six fwd & two aft—six reloads) T.T.

Complement: 53.

Diving depth: 500 feet.



Above: Pre-war view of the *Orpheus* (top) and early war view of the *Osiris* (above). (IWM/NMM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/11/23							
21P	OBERON ex-O.1	Chatham Dockyard	Chatham Dockyard	22. 3.24	24. 9.26	24. 8.27	Sold Clayton & Davie 24/8/45, arrived Dunston .././45 for scrapping.
Ordered 19/5/25							
51P	OTWAY ex-AO.2	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	24. 8.25	7. 9.26	9. 9.27	Sold T W Ward 24/8/45, arrived Inverkeithing 16/9/45 for scrapping.
55P	OXLEY ex-AO.1	-do-	-do-	24. 8.25	29. 6.26	1. 4.27	Torpedoed in error by RN submarine TRITON south-west of Stavanger 10/9/39.
Ordered 30/11/26							
84P	ODIN	Chatham Dockyard	Chatham Dockyard	23. 6.27	5. 5.28	21.12.29	Gunfire & depth charged RItN destroyer STRALE Gulf of Taranto 13/6/40.
Ordered 2/12/26							
67P	OSIRIS	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	12. 5.27	19. 5.28	25. 1.29	Sold East African shipbreaker .././46, arrived Port Reitz .././46 for scrapping.
58P	OSWALD	-do-	-do-	30. 5.27	19. 6.28	1. 5.29	Rammed RItN destroyer VIVALDI 10nm south-east of Cape Spartivento 1/8/40.
92P	OTUS	-do-	-do-	31. 5.27	31. 8.28	5. 7.29	Sold R Scott ../5/46 & scuttled off Durban ../9/46.
Ordered 21/12/26							
35P	OLYMPUS	Beardmore (Dalmuir)	North British Diesel (Glasgow)	14. 4.27	11.12.28	14. 6.30	Mined off Malta 8/5/42.
46P	ORPHEUS	-do-	-do-	14. 4.27	26. 2.29	23. 9.30	Depth charged RItN destroyer TURBINE off Tobruk 19/6/40.

“P” class: PANDORA, PARTHIAN, PERSEUS, PHOENIX, PROTEUS.

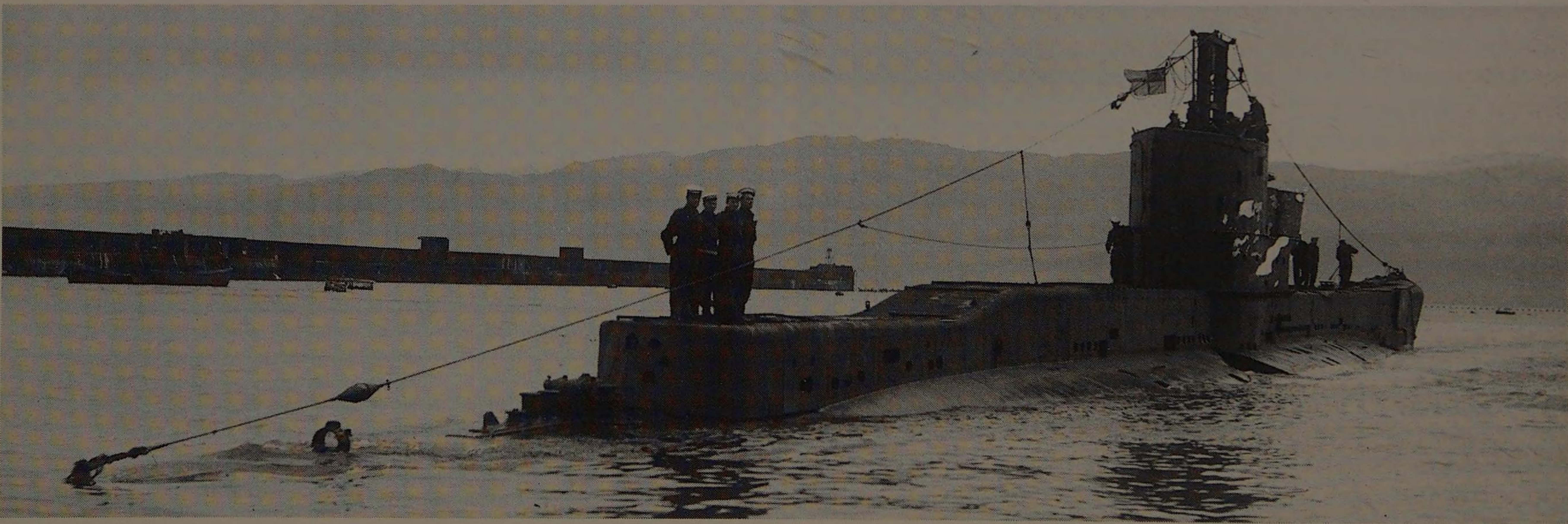
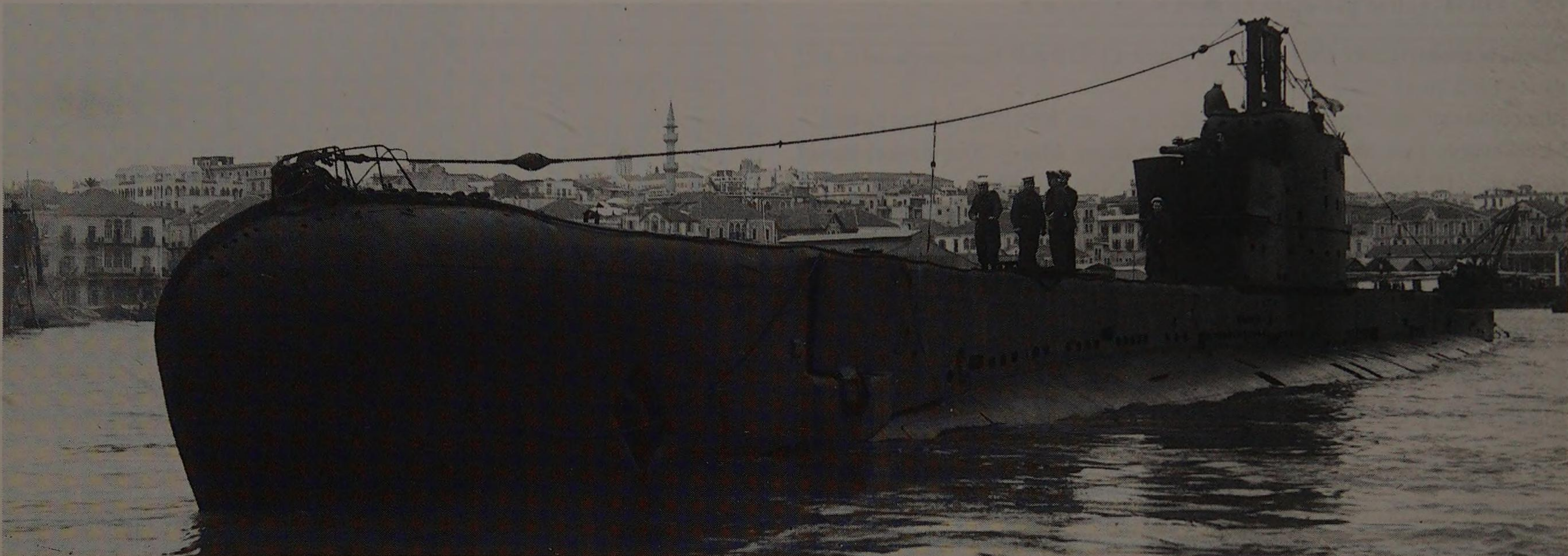
These were general repeats of the “O” class, except that this class had a raked stem, were slightly lengthened, and a shield was provided for the 4in gun.

Two boats—the *Pandora* and *Parthian*—while acting as supply submarines to Malta during 1941/42 had one section of the battery removed, and carried no spare torpedoes to make room for dry cargo; and carried petrol in some of the oil fuel, fresh water, and even ballast tanks. The *Otus* (“O” class) and *Regent* (“R” class) were similarly employed.

By 1944 one 20mm AA and three .5in AA machine (3×1) guns had replaced the original machine guns on the *Proteus*.

Displacement: 1,475 tons (1,635 full load surfaced/2,040 submerged tons).
Dimensions: 270 (pp)/289¼ (oa) × 29¾ ×d/13¾ (15¼ full load) feet.
Machinery: Two shafts, Admiralty 8cyl (bore 20in × 20in stroke) diesel engines BHP 4,340 = 17½ knots surfaced + electric motors SHP 1,320 = 9 knots submerged.
Bunkers & radius: O.F. 159 tons, 12,200/2,650nm @ 10/15k surfaced/3 × 112-cell Exide batteryAhr, 64/...nm @ 4/...k submerged.
Armament: One 4in, two .303in AA machine (2×1) guns; eight 21in (six fwd & two aft—six reloads or eighteen mines) T.T.
Complement: 53.
Diving depth: 500 feet

Below: Bow and quarter views of the *Parthian* in 1943. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 2/1/28							
75P	PARTHIAN	Chatham Dockyard	Chatham Dockyard	30. 6.28	22. 6.29	13. 1.31	Lost & probably mined off Brindisi ca31/7/43.
Ordered 7/2/28							
36P	PERSEUS	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	2. 7.28	22. 5.29	15. 4.30	Mined 7nm off Zante 6/12/41.
96P	PHOENIX	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	23. 7.28	3.10.29	3. 2.31	Depth charged RItN torpedo boat ALBATROS off Sicily 16/7/40.
99P	POSEIDON	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	9. 7.28	21. 6.29	5. 5.30	Collision mercantile <i>Yuta</i> 21nm north of Wei-Hai-Wei 9/6/31.
29P	PROTEUS	-do-	-do-	18. 7.28	23. 7.29	17. 6.30	Sold West of Scotland Shipbreaking 26/2/46, arrived Troon .././46 for scrapping.
42P	PANDORA ex-Python	-do-	-do-	9. 7.28	22. 8.29	30. 6.30	Bombed German aircraft Sliema 1/4/42, salvaged ../9/43 & beached Kalkara Creek; scrapped .././55.

“R” class: RAINBOW, REGENT, REGULUS, ROVER.

General repeats of the “P” class; except that the 4in gun was mounted lower, and was not fitted with a shield. All except the *Rainbow* originally mounted a 4.7in deck gun, which was replaced by a 4in gun in 1931. The external fuel tanks were welded, which prevented the leakage of oil fuel.

The “O”/“P”/“R” classes suffered disastrously when transferred to the Mediterranean during the war; and all their losses occurred in this area, where 11 of the 15 boats were lost. This only confirmed the known unsuitability of large submarines in shallow seas and coastal waters. In 1944 a 20mm AA gun was added on the *Rover*.

Displacement: 1,475 tons (1,645 full load surfaced/2,040 submerged tons).

Dimensions: 270 (pp)/287¼ (oa) × 29¾ × ...d/13¾ (15¼ full load) feet.

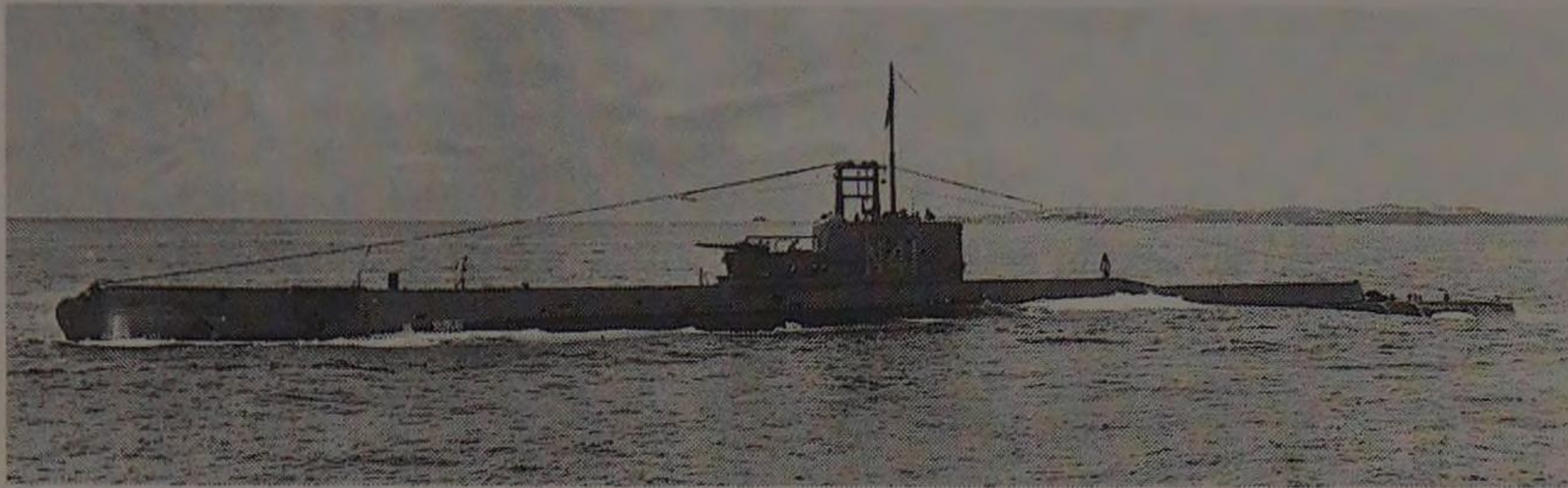
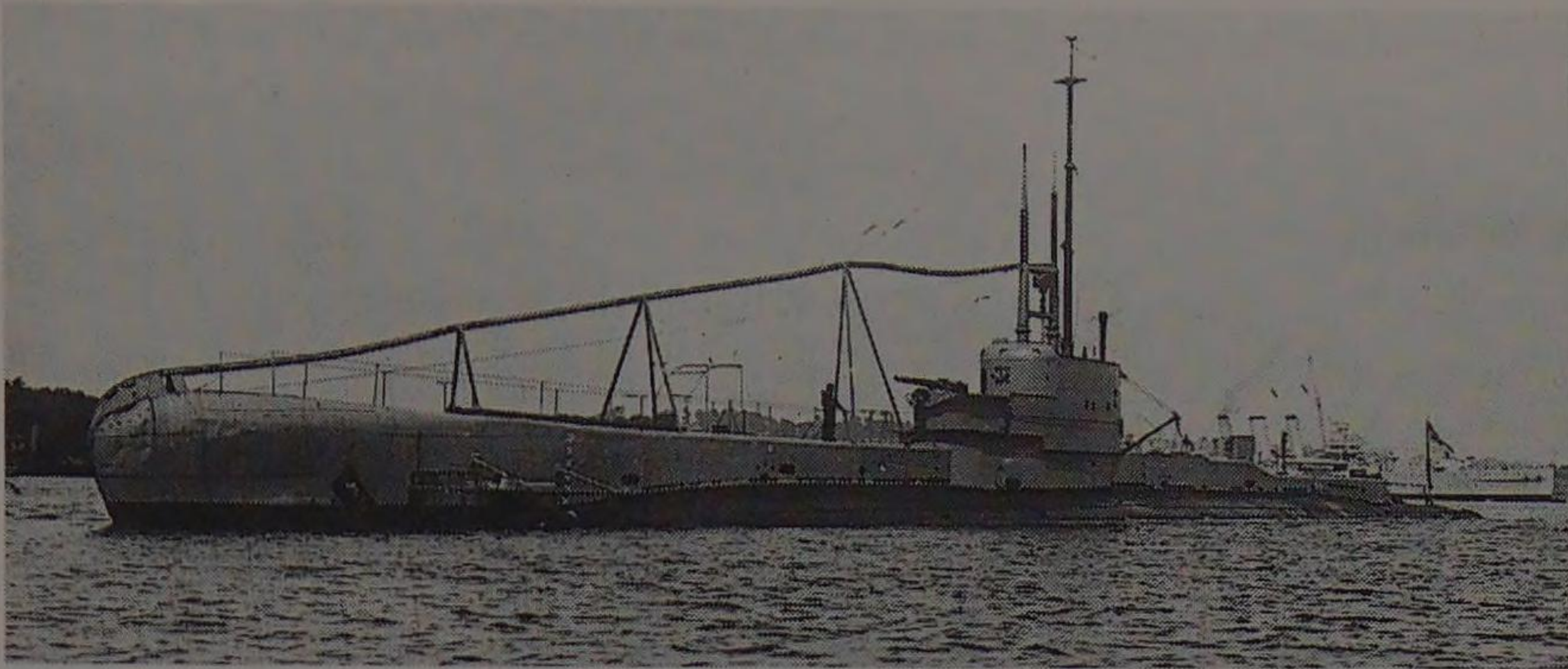
Machinery: Two shafts, Admiralty 8cyl (bore 20in × 20in stroke) diesel engines BHP 4,100 = 17½ knots surfaced + electric motors SHP 1,320 = 9 knots submerged.

Bunkers & radius: O.F. 158 tons, 11,200/3,040nm @ 10/15k surfaced/3 × 112-cell Exide batteryAhr, 89/...nm @ 4/...k submerged.

Armament: One 4in, two .303in AA machine (2×1) guns; eight 21in (six fwd & two aft—six reloads) T.T.

Complement: 53.

Diving depth: 500 feet.



Above: The *Regulus* (top) and the *Regent* (above). The arrangement on the fore deck of the former is believed to be a temporary awning structure for tropical service. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 28/1/29							
16R	RAINBOW	Chatham Dockyard	Chatham Dockyard	24. 7.29	14. 5.30	18. 1.32	Gunfire RItN submarine ENRICO TOTI 50nm south of Cape Collonne 15/10/40.
Ordered 28/2/29							
41R	REGENT	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	19. 6.29	11. 6.30	11.11.30	Mined Straits of Taranto ca21/4/43.
88R	REGULUS	-do-	-do-	17. 7.29	11. 6.30	7.12.30	Lost unknown cause—probably mined—Gulf of Taranto ../11/40 & formally paid-off 6/12/40.
62R	ROVER	-do-	-do-	24. 7.29	11. 6.30	29. 1.31	Sold Joubert 30/7/46, arrived Durban .././46 for scrapping.
.....	ROYALIST	Beardmore (Dalmuir)	.....	10. 6.29	.....	.....	Cancelled ../7/29 & scrapped on slip.
.....	RUPERT	Cammell Laird (Birkenhead)	.....	.....	.....	.....	Cancelled ../7/29.

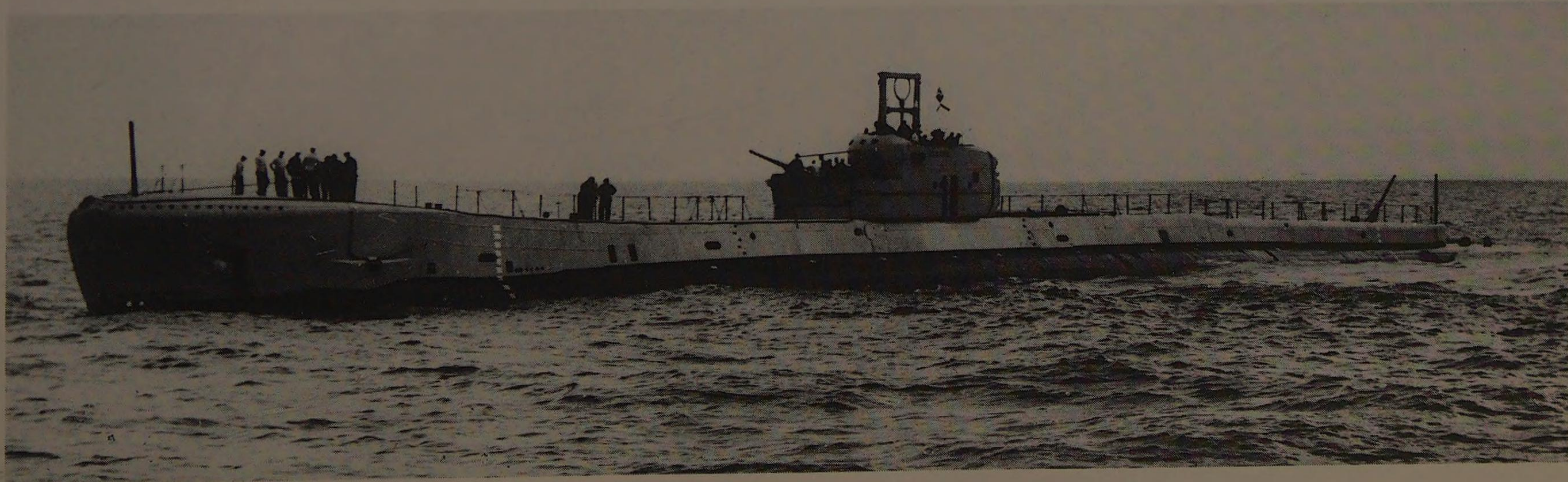
“River” class: CLYDE, SEVERN, *THAMES.

This class was yet another effort to secure a fleet submarine, and was successful to the extent that a speed of over 21 knots was obtained with diesel engines: a performance that was only matched by a few Japanese submarines. However, as the speed of contemporary capital ships was being increased to about 30 knots, further progress with fleet submarines with the machinery then available was not worth pursuing.

Below: The greater length of the fleet submarine *Severn* was readily apparent. (IWM)

The aft torpedo tubes were omitted to secure the extra space required by the diesel engines, and like the preceding “R” class their external fuel tanks were welded to prevent the leakage of oil fuel. Equipment fitted included Asdic type 120A, hydrophones type 710A, W/T type 47A (replaced by type 55 in 1941), and STA type 106; and until 1935 the *Thames* mounted a 4.7in gun.

For oceanic warfare the high surfaced speed and large radius of action of this class were most desirable features, and this was their proper element. Following service in Home waters, the two surviving units were sent to the Mediterranean; and despite their bulk they survived this deployment, and were later transferred to the Far East. Only the *Severn* was operationally



employed owing to the run-down condition of the *Clyde*; and both were finally scrapped in this area. The *Clyde*, *Osiris* and *Rover* were all scrapped in South Africa where their machinery was required for industrial purposes.

Displacement: 1,850 tons (2,052 full load surfaced/2,723 submerged tons) except * 1,795 tons (2,017 full load surfaced/2,625 submerged tons).

Dimensions: 325 (pp)/345 (oa) × 28¼ × 19½d/13¾ (16 full load) except * 13½ (15¾ full load) feet.

Machinery: Two shafts, Admiralty 10cyl (bore 21½in × 21½in stroke) supercharged diesel engines BHP 10,000 + Ricardo 8cyl (bore 7½in × 12½in

stroke) diesel engines/..... generators BHP/kW 800/600 = 22¼ except * 21¾ knots surfaced + electric motors (two/shaft) SHP 2,500 = 10 knots submerged.

Bunkers: O.F. 202 except * 224 tons; 16,100/2,490nm @ 10/21¾k surfaced/3 × 112-cell Chloride batteryAHr, 90/10nm @ 3/10k submerged.

Armament: One 4in, two 303in AA machine (2×1) guns; six 21in (all fwd—six reloads) T.T.

Complement: 61.

Diving depth: 300 feet.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/9/30							
71F	THAMES	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	6. 1 31	26. 1.32	14. 9.32	Mined probably between Lister/Kristiansand 2/8/40.
Ordered 20/11/32							
57F	SEVERN	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	27. 3.33	16. 1.34	12. 1.35	Sold T Hassan Ali ../5/46, arrived Bombay for scrapping ../46.
Ordered 20/12/32							
12F	CLYDE	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	15. 5.33	15. 3.34	12. 4.35	Sold Joubet 30/7/46, arrived Durban ../46 for scrapping.

“S” class: (first group) SEAHORSE, STARFISH, STURGEON, SWORDFISH; (second group) SALMON, SEALION, SEAWOLF, SHARK, SNAPPER, SPEARFISH, STERLET, *SUNFISH.

Without exception all the submarines built in the decade after the First World War had been large boats of about 1,500 tons; but there was now a shift of emphasis from the preoccupation with the Far East to all theatres of operations. Consequently, it was decided that two main types of patrol submarines would meet future requirements: a medium-sized boat for confined waters, and a slightly larger type for oceanic employment, but with some reduction

in size when compared with the existing overseas patrol submarines. In view of past experience with leaking external fuel tanks, it was decided that all future construction should carry their bunkers internally.

This class was a replacement for the “H” class; and while the design was enlarged for a higher speed, and an increased endurance and weapon load, it was still small enough to be highly manoeuvrable. The class gave very satisfactory service, was in production for over 15 years, and was the largest single group of submarines ever built for the Royal Navy.

Below: Foredecks of “S” class submarines with overhaul and storing in progress between patrols. (IWM)



"S" CLASS: WEIGHTS

Item	Weight
Hull & fittings	388 tons
Machinery	98½ tons
Battery	100 tons
Armament	44 tons
Equipment	13½ tons
Tankage	32 tons
Standard	676 tons
Fuel & lub oil	59 tons
Full load	735 tons

The first two boats—the *Swordfish* and *Sturgeon*—had a casing forward of a high conning tower to accommodate the 3in HA deck gun on a disappearing mounting; but this was later removed, the gun was bolted on to the casing, and the last two—the *Seahorse* and *Starfish*—were so completed, which enabled the conning tower to be lowered. Development with diesel machinery was a continuous process to reduce space and weight, and also fuel consumption; and the engines and columns in the *Swordfish* were of welded fabricated structure, while those in the *Sunfish* were uprated to 950 BHP each. The first group only had single electric motors on each shaft, but the tandem arrangement was adopted in all subsequent units.

On the outbreak of the Second World War the "S" class were soon put back into production, and about half (up to the *Shalimar*) were of partly welded construction, while the remainder (from the *Scotsman*) were wholly welded. The initial five units (P.211/215) were unmodified; but those following (P.216/219 and 221/229) had an external stern tube, a 20mm AA gun at the aft end of the conning tower, and AW.253 RDF partly or wholly added. These modifications were later extended to the earlier boats, and were incorporated in total with the succeeding units (P.231/239 and P.241/242). Owing to war shortages cast iron was substituted for fabricated steel cylinder heads, and other alternative materials for aluminium.

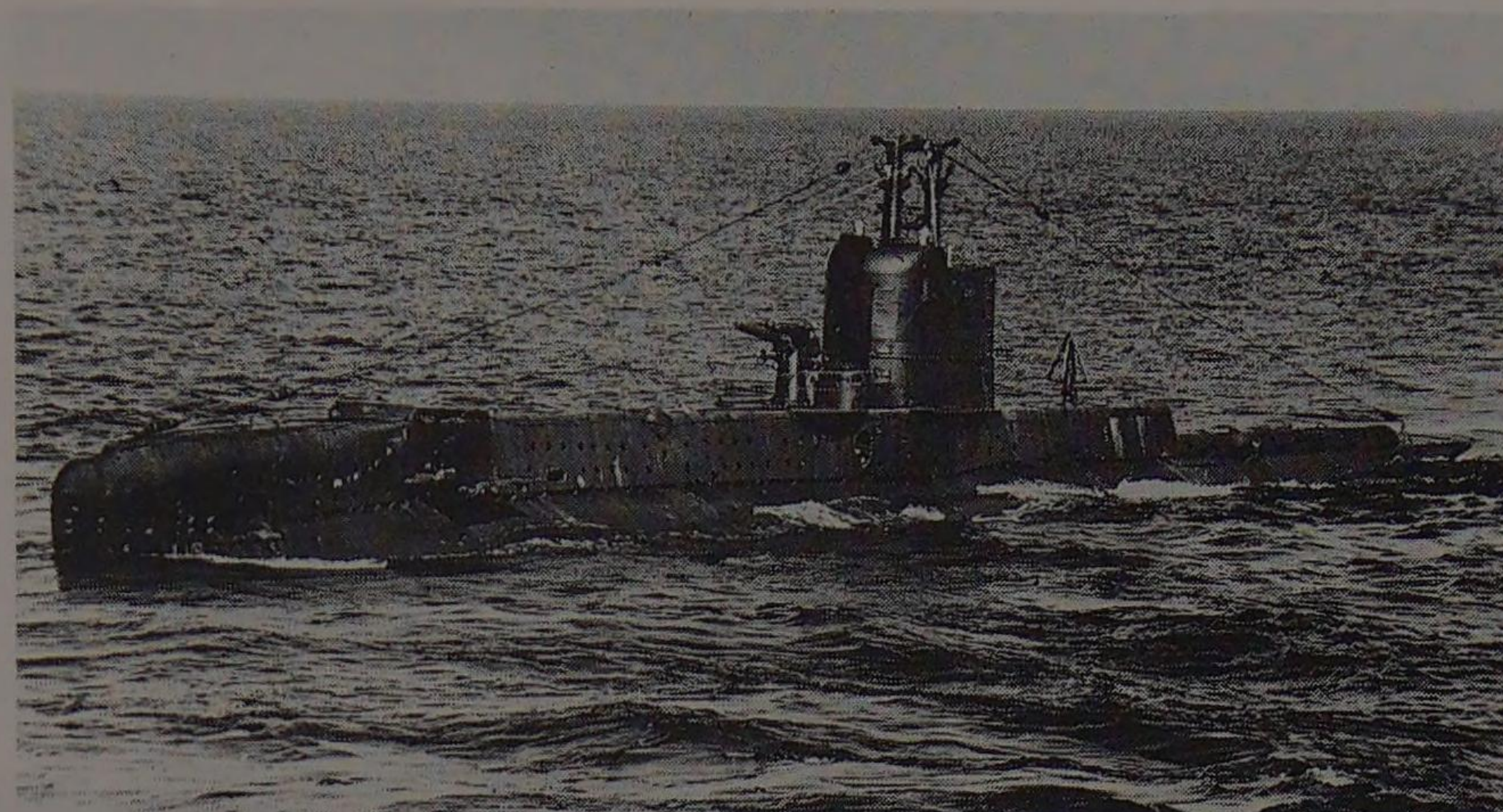
Those boats later sent out to the Far East had some of the main ballast tanks converted to oil fuel tanks to extend the radius of action; and as a feature of Far East operations was the widescale use of the gun, a 4in replaced the 3in in most of the final series (from the *Scotsman* onwards). All submarines operating in this area—and this included the following "T" class as well—used to proceed on patrol carrying as much additional shell as possible, stowed in all manner of non-regulation spaces (such as under the ward-room table) and even in the engine room. This practice naturally became a matter of some concern, as there are strict regulations concerning the stowage of ammunition, especially with regards to temperature; but while enthusiasm was dampened, it was not extinguished. The longest patrol was recorded by the *Sirdar*, which spent 49 days on operations.

As can be imagined there were considerable variations in a design that spanned 15 years, and there was a marked lack of uniformity among the earlier war-built boats. War modifications could only be incorporated depending on the stage of construction reached, and some—but not necessarily all—were later back-fitted as earlier units came up for refit. In one respect the "S" class was unique: they were the only class to remain in production throughout the war period, and this is a fair measure of their success.

Equipment fitted included Asdic type 120 (type 138 was added in some), hydrophones type 709, W/T type 46 (later replaced by type 55 in some), and STA type 106 in the first group; Asdic type 129A (later type 129AR), RDF types AW.253 (type AW.291 in some), DF type FM.4, and W/T type 55 in the second group; and Asdic type 129AR (type 138 was added in some),

Right, top and centre: Early war views of the *Safari* (second group—top) and the *Snapper* (first group—centre). Note large pendant numbers, and voicepipe connection from conning tower to gun. (IWM)

Right, bottom: Bow view of the *Safari* as completed with no external stern T.T., and still lacking a 20mm AA gun and AW.RDF. (IWM)



Above: Early war view of the *Sturgeon* (first group) with MF/DF added aft of the conning tower, and which later became the Dutch *Zeehond*. (RNethN)

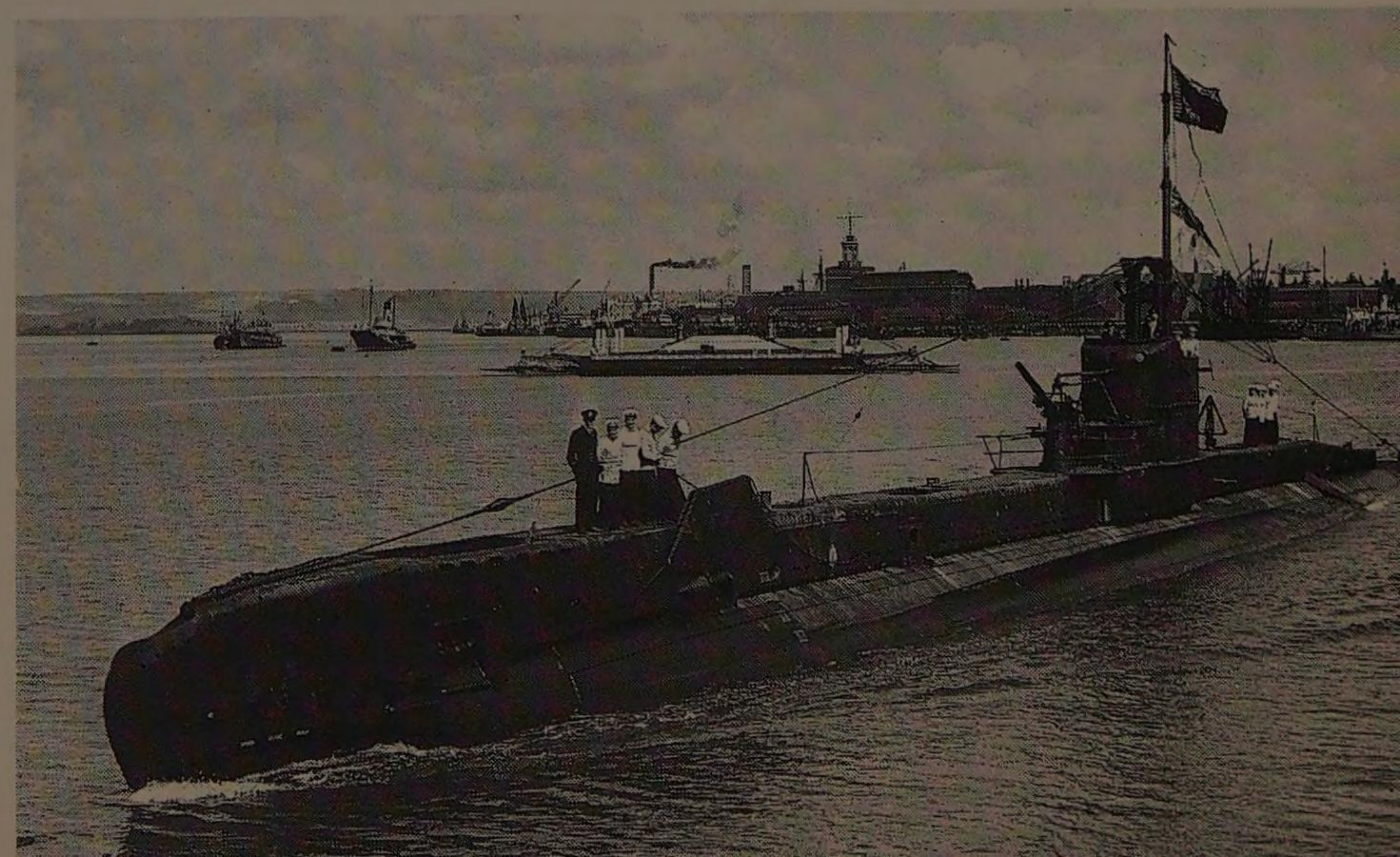
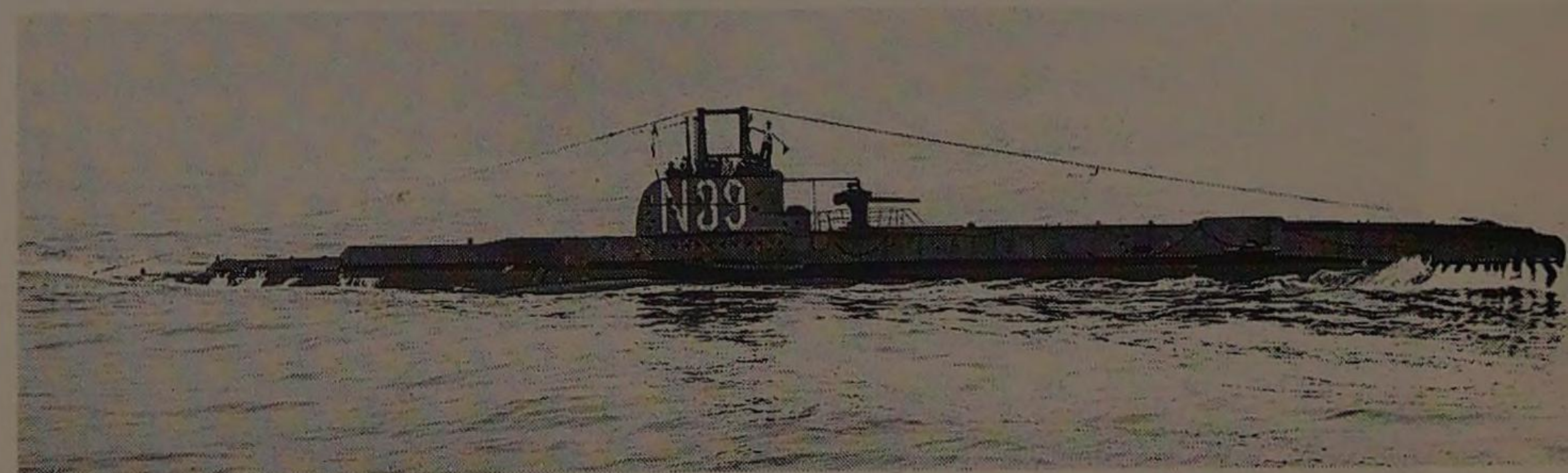
RDF type AW.291 (later type AW.291W), D/F type FM.11, and W/T type 55 in the third group.

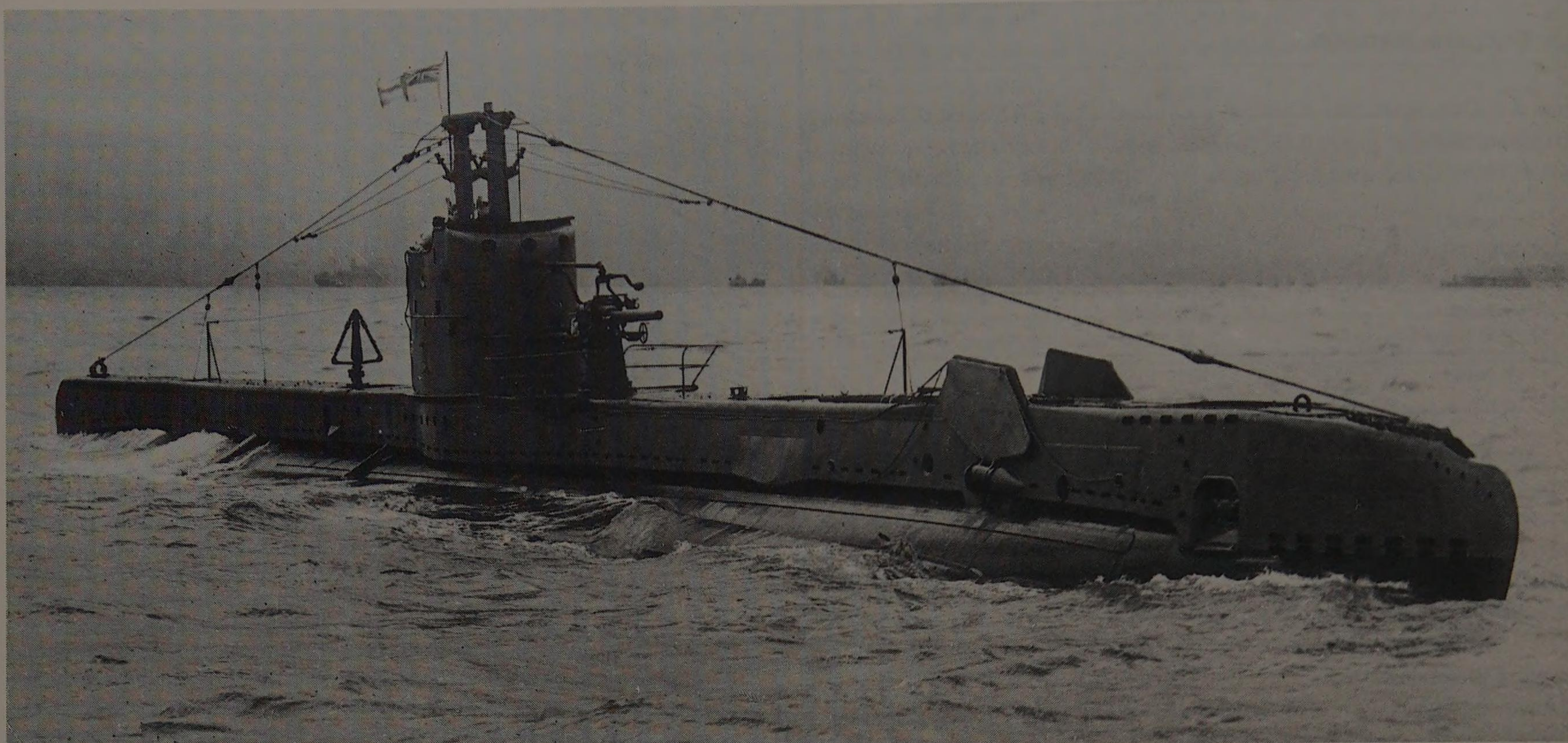
With the third group the bunker capacity was first increased by 24 tons by converting one ballast tank, and there was a corresponding rise in the full load surfaced displacement/draught to 791 tons/13¾ft; and then by a further 26 tons by utilising another ballast tank (817 tons/14¼ft full load surfaced). With the final units of this group only one large central ballast tank was used for a total bunker capacity of 91 tons (806 tons/14ft full load).

Displacement: 640 tons (692 full load surfaced/927 submerged tons) except second group 670 tons (761 full load surfaced/960 submerged tons).

Dimensions: 183¾ (pp)/197½ (oa) × 24 × 15d/10½ (12 full load) feet except second group 193 (pp)/208¾ (oa) × 24 × 15d/10¼ (11¾ full load) feet.

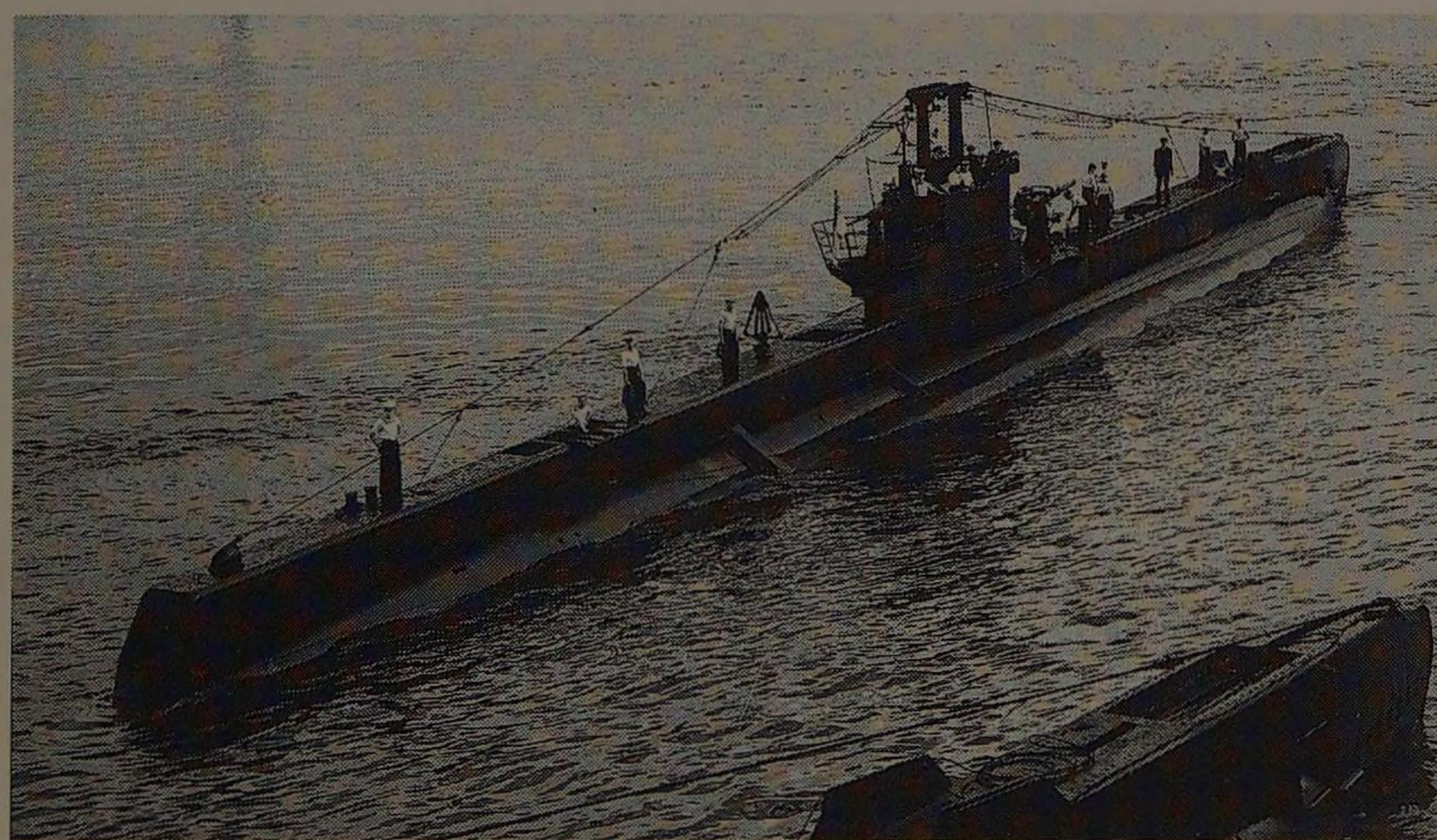
Machinery: Two shafts, Davey Paxman 6cyl (bore 14½in × 15½in stroke) diesel engines BHP 1,550 = 13¾ knots surfaced except * BHP 1,900 = 15 knots surfaced + electric motors SHP 1,300 = 10 knots submerged.





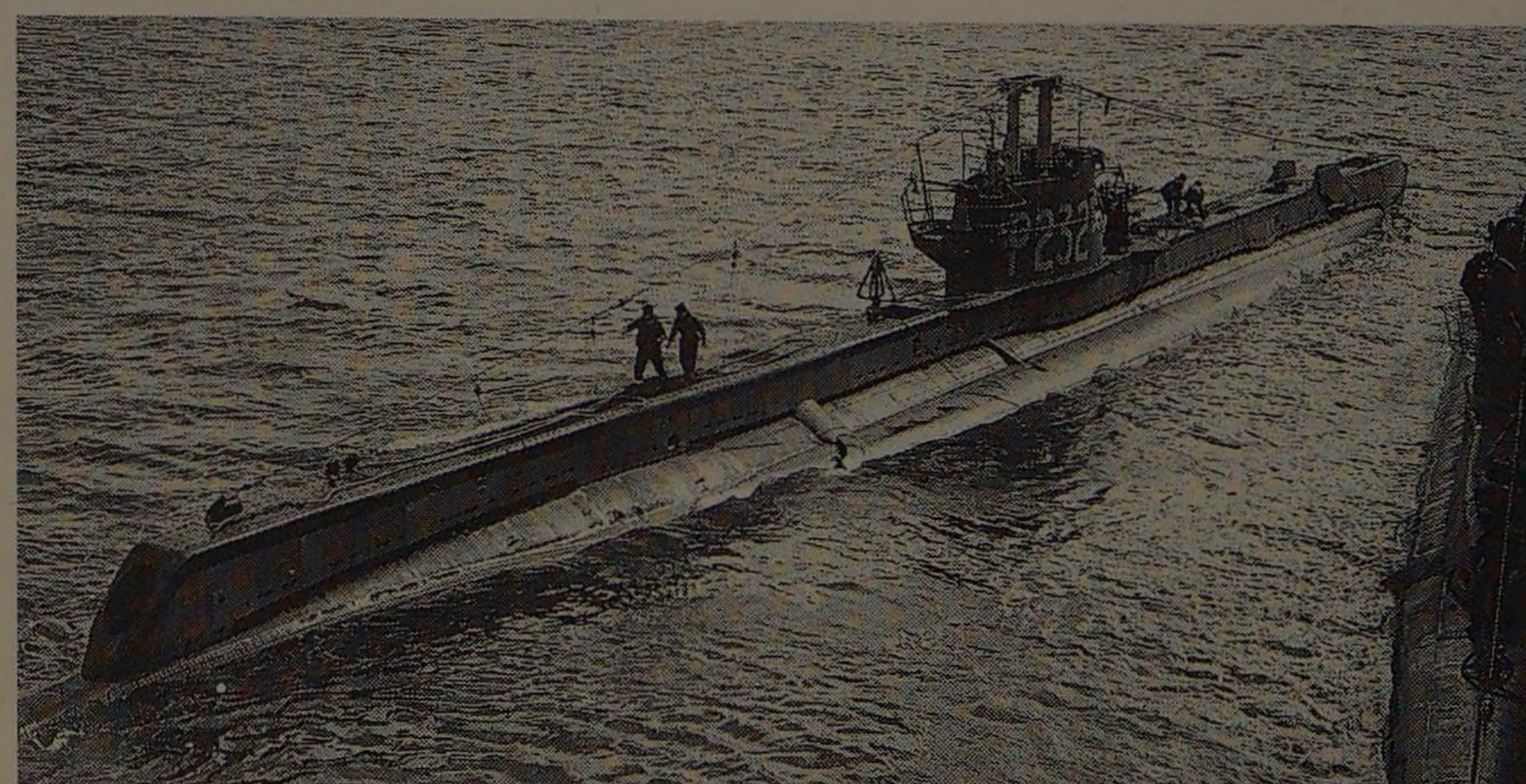
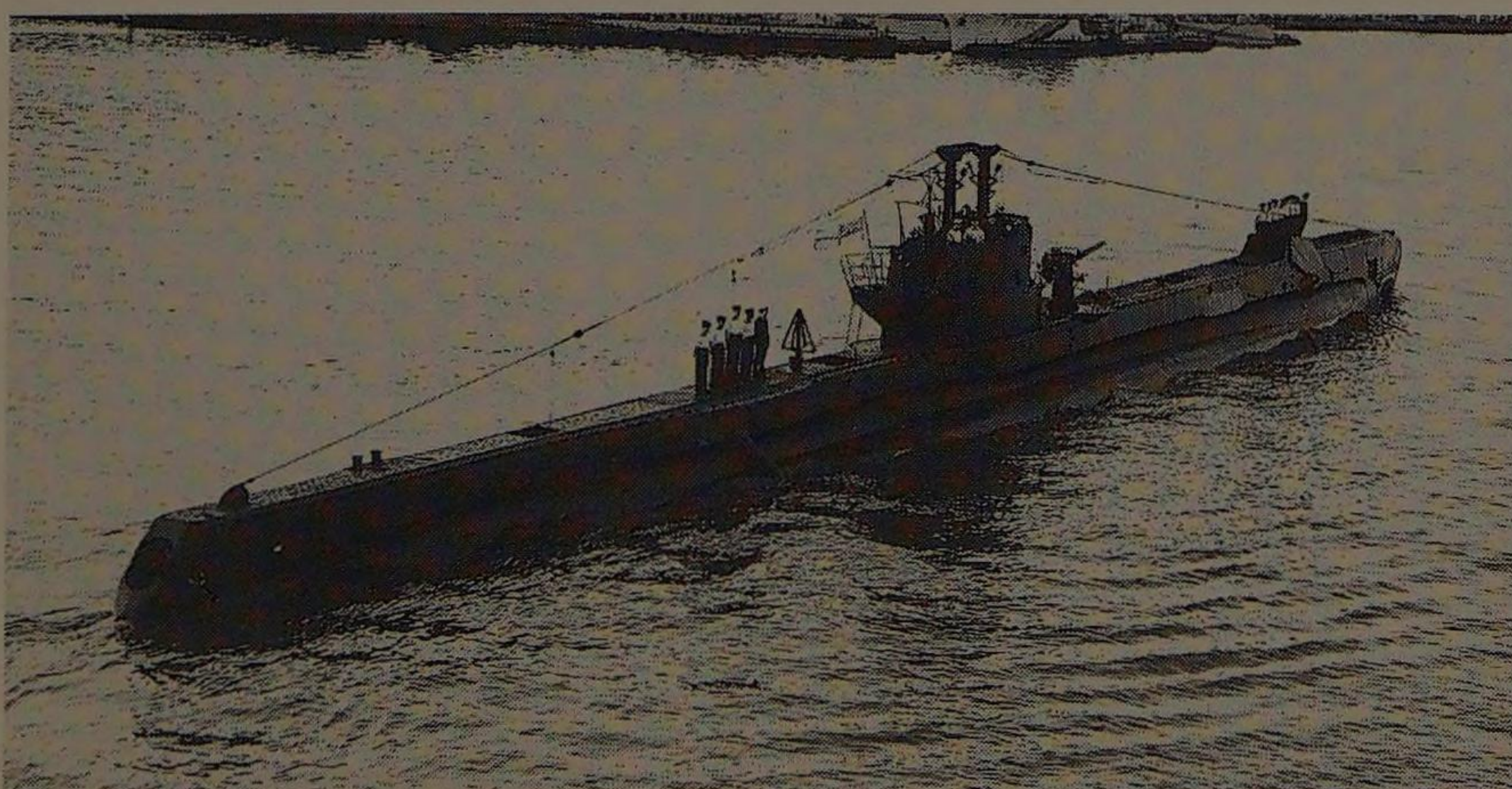
Above: Bow view of the *Seadog*—also of the second group—but with the external stern T.T. fitted. (IWM)

Below: The *Sea Nymph* (left) and *Sahib* (right)—both third group—with the external T.T. fitted at the stern. (IWM)



Left and below: The *Sportsman* (left) and *Syrtis* (below)—both third group—fitted with AW.291 RDF; and with a 20mm AA gun added on the conning tower, and an external T.T. at the stern. (IWM)

Bottom: The *Shakespeare* (left) and *Stonehenge* (right)—both third group) with AW.291 RDF, a 20mm AA gun, and an external stern T.T. all added. (IWM)



Right, top to bottom: Bow and quarter views of the *Satyr* (third group) with AW.291 RDF, a 20mm AA gun, and an external stern T.T. all added; and the *Saga* (third group), with a 4in gun enclosed by a breastwork, and the stern T.T. omitted. (IWM)

Bunkers & endurance: O.F. 45 tons, 3,690/750nm @ 8/10k surfaced/2 × 112-cell DP batteryAhr, 106/10 nm @ 4/10k submerged.

Armament: One 3in AA, one .303in AA machine guns; six 21in (all forward—six reloads) T.T.

Complement: 33 except second group 39.

Diving depth: 300 feet

“S” class: (third group) Eighteen unnamed (P.211/213, †P.214, †P.215, P.216/217, †P.218, P.219 & P.221/225, †P.226, †P.227, P.228/229), *SAGA, *SANGUINE, *SCORCHER, †*SCOTSMAN, †*SCYTHIAN, †*SEA DEVIL, SEA ROBIN, *SEASCOUT, *SELENE, †*SENE-SCHAL, †*SENTINEL, SHALIMAR, *SIDON, *SLEUTH, *SOLENT, †SPARK, *SPEARHEAD, SPIRIT, SPRIGHTLY, *SPRINGER, *SPUR, STATESMAN, STOIC, STONEHENGE, STORM, STRATAGEM, †STRONGBOW, STUBBORN, STURDY, STYGIAN, *SUBTLE, *SUPREME, SURF, SURFACE, SURGE, SYRTIS.

Displacement: 715 tons (767 full load surfaced/990 submerged tons).

Dimensions: 201 (pp)/217 (oa) × 23½ × 15d/11 (13¼ full load) feet.

Machinery: Two shafts, 8cyl (bore 14½in × 15½in stroke) diesel engines BHP 1,900 = 14¾ knots surfaced + except † Laurence Scott † GEC Metrovick electric motors SHP 1,300 = 9 knots submerged.

Bunkers & radius: O.F. 52 tons, 6,000/..... nm @ 10/...k/2 × 112-cell DP batteryAhr .../...nm @ .../...k submerged.

Armament: One 3in except * 4in, one 20mm AA except P.211/215 three .303in AA machine (3×1) guns; seven except P.211/215 six (six fwd & one aft—six reloads) T.T.

Complement: 48.

Diving depth 350 feet.



Below: The *Sanguine*, third group, and, like the *Saga*, with a 4in gun enclosed by a breastwork, and the stern T.T. omitted. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 2/7/30							
61S	SWORDFISH	Chatham Dockyard	Chatham Dockyard	1.12.30	10.11.31	28.11.32	Mined 10 miles south of Isle of Wight 7/11/40.
73S	STURGEON	-do-	Vickers-Armstrongs (Barrow)	3. 1.31	8. 1.32	27. 2.33	RNethN ZEEHOND (i) (1943/45); sold Granton Shipbreaking ..../46, arrived Granton ../1/47 for scrapping.
Ordered 16/3/31							
98S	SEAHORSE	Chatham Dockyard	Chatham Dockyard	14. 9.31	15.11.32	2.10.33	Lost cause unknown—probably mined—Heligoland Bight 29–30/12/39.
19S	STARFISH	-do-	-do-	26. 9.31	14. 3.33	27.10.33	Depth charged German minesweeper M.7 Heligoland Bight 9/1/40.
Ordered 23/12/32							
72S	SEALION	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	16. 5.33	16. 3.34	21.12.34	Expend as A/S target off Isle of Arran 3/3/45.
Ordered 2/1/33							
54S	SHARK	Chatham Dockyard	Chatham Dockyard	12. 6.33	31. 5.34	31.12.34	Bombed German aircraft off Skudesnes 5/7/40 & scuttled following day.
Ordered 20/1/33							
65S	SALMON	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	15. 6.33	30. 4.34	8. 3.35	Mined south-west of Stavanger 9/7/40.
Ordered 12/6/33							
39S	SNAPPER	Chatham Dockyard	Chatham Dockyard	18. 9.33	25.10.34	14. 6.35	Depth charged German minesweepers M.2, M.13 & M.25 south-west of Ouessant 11/2/41.
Ordered 15/3/34							
47S	SEAWOLF	Scotts (Greenock)	Scotts (Greenock)	25. 5.34	28.11.35	12. 3.36	Sold Marine Industries ../11/45, arrived Montreal ../../45 for scrapping.
Ordered 18/2/35							
69S	SPEARFISH	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	23. 5.35	21. 4.36	11.12.36	Torpedoed German submarine U.34 145nm east of Duncansby Head 1/8/40.
Ordered 1/3/35							
81S	SUNFISH	Chatham Dockyard	Chatham Dockyard	22. 7.35	30. 9.36	2. 7.37	Soviet Navy B.1 (1944); bombed in error RAF aircraft north of Norway 27/7/44.
Ordered 2/3/36							
22S	STERLET	Chatham Dockyard	Chatham Dockyard	14. 7.36	22. 9.37	6. 4.38	Depth charged German minesweeper M.75 Skagerrak 18/4/40.
Ordered 23/1/40							
P.211	Unnamed ex-P.61	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	5. 6.40	18.11.41	14. 3.42	SAFARI (1943); sold J Cashmore 7/1/46 & foundered 20nm off Portland.
P.212	Unnamed ex-P.62	-do-	-do-	5. 7.40	19. 1.42	13. 5.42	SAHIB (1943); depth charged RItN corvette GABBIANO north of Sicily 24/4/43.
P.213	Unnamed	-do-	-do-	16. 7.40	16. 2.42	27. 6.42	P.247 (1942), SARACEN (1943); depth charged RItN corvette MINERVA off Bastia 18/8/43.
P.214	Unnamed ex-P.64	Scotts (Greenock)	Scotts (Greenock)	8. 6.40	28. 9.42	8. 2.43	SATYR (1943), French Navy SAPHIR (1952/61); sold Shipbreaking Industries ../../62, arrived Charlestown 4/4/62 for scrapping.
P.215	Unnamed ex-P.65	-do-	-do-	25. 7.40	6. 1.43	15. 4.43	SCEPTRE (1943); sold J J King ../../49, arrived Gateshead ../9/49 for scrapping.
Ordered 4/4/40							
P.216	Unnamed ex-P.66	Cammell Laird (Birkenhead)	.....	31.12.40	11. 6.42	24. 9.42	SEADOG (1945); sold West of Scotland Shipbreaking 24/12/47, arrived Troon ../5/48 for scrapping.
P.217	Unnamed ex-P.67	-do-	.....	31.12.40	29. 4.42	16. 8.42	SIBYL (1943); sold West of Scotland Shipbreaking ../../48, arrived Troon ../3/48 for scrapping.
P.218	Unnamed ex-P.68	Scotts (Greenock)	Scotts (Greenock)	14. 1.41	25. 2.43	7. 7.43	Completed Vickers-Armstrongs (Barrow), SEA ROVER (1943); sold Metal Industries ../10/49, arrived Faslane 7/6/50 for scrapping.
P.219	Unnamed ex-P.69	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	16. 8.40	25.10.41	10. 6.42	SERAPH (1943); sold T W Ward ../../65, arrived Briton Ferry 20/12/65 for scrapping.
P.221	Unnamed ex-P.71	-do-	-do-	13.11.40	8.12.41	10. 7.42	SHAKESPEARE (1943), bombed Japanese aircraft Nankauri Strait 3/1/45 & written-off as constructive total loss; sold T W Ward 14/7/46, arrived Briton Ferry ../../46 for scrapping.
P.222	Unnamed ex-P.72	-do-	-do-	10. 8.40	20. 9.41	4. 3.42	Depth charged RItN destroyer FORTUNALE off Naples 24/11/42.
Ordered 2/9/40							
P.223	Unnamed ex-P.73	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	6. 5.41	29. 7.42	3.11.42	SEA NYMPH (1943); sold West of Scotland Shipbreaking ../../48, arrived Troon ../6/48 for scrapping.
P.224	Unnamed ex-P.74	-do-	Admiralty	8. 5.41	27. 8.42	1.12.42	SICKLE (1943); lost—probably mined—Antikithera Channel ca18/6/44.
P.225	Unnamed ex-P.75	-do-	-do-	14. 7.41	12.10.42	30.12.42	SIMOON (1943); torpedoed German submarine U.565 Dodecanese 15/11/43.

P.226	SIRDAR ex-P.76	Scotts (Greenock)	Scotts (Greenock)	24. 4.41	26. 3.43	20. 9.43	Completed Vickers-Armstrong (Barrow); sold P & W MacLellan .././65, arrived Bo'ness 31/5/65 for scrapping.
P.227	SPITEFUL ex-P.77	-do-	-do-	19. 9.41	5. 6.43	6.10.43	French Navy SIRENE (1952/58); sold Metal Industries .././63, arrived Faslane 15/7/63 for scrapping.
Ordered 14/10/40							
P.228	Unnamed ex-P.78	Chatham Dockyard	Admiralty	7. 3.41	19. 1.42	8. 8.42	SPLENDID (1943); depth charged German destroyer HERMES off west coast of Corsica 21/4/43.
P.229	Unnamed ex-P.79	-do-	-do-	1. 7.41	17. 4.42	21.12.42	SPORTSMAN (1943), French Navy SIBYLLE (1951); foundered off Toulon 23/9/52.
Ordered 4/11/40							
P.81	Unnamed	Vickers-Armstrongs (Barrow)	.....				Cancelled ../1/41.
P.82	Unnamed	-do-	.....				Cancelled ../1/41.
P.83	Unnamed	-do-	.....				Cancelled ../1/41.
P.84	Unnamed	-do-	.....				Cancelled ../1/41.
P.85	Unnamed	-do-	.....				Cancelled ../1/41.
P.86	Unnamed	-do-	.....				Cancelled ../1/41.
P.87	Unnamed	-do-	.....				Cancelled ../1/41.
Ordered 25/1/41							
P.238	Unnamed ex-P.88	Cammell Laird (Birk- enhead)	Brotherhood (Peter- borough)	10. 9.41	11.11.42	20. 2.43	STUBBORN (1943); expended as A/S target off Malta 30/4/46.
P.239	Unnamed ex-P.89	-do-	Cammell Laird (Birk- enhead)	2.10.41	10.12.42	18. 3.43	SURF (1943); sold Metal Industries 28/10/49, arrived Faslane ../7/50 for scrapping.
P.241	SYRTIS	-do-	Davey Paxman (Col- chester)	14.10.41	4. 2.43	23. 4.43	Mined off Bodø 28/3/44.
Ordered 12/7/41							
P.235	STRONGBOW	Scotts (Greenock)	Scotts (Greenock)	27. 3.42	30. 8.43	23.12.43	Sold T W Ward .././46, arrived Preston ../4/46 for scrapping.
P.236	SPARK	-do-	-do-	10.10.42	28.12.43	28. 4.44	Sold Metal Industries 28/10/49, arrived Faslane 3/10/50 for scrapping.
P.237	SCYTHIAN	-do-	Davey Paxman (Col- chester)	21. 2.43	14. 4.44	11. 8.44	Sold Shipbreaking Industries .././60, arrived Charlestown 8/8/60 for scrapping.
Ordered 3/8/41							
P.231	STOIC	Cammell Laird (Birk- enhead)	Cammell Laird (Col- chester)	18. 6.42	9. 4.43	29. 6.43	Sold W H Arnott Young ../7/50, arrived Dalmuir .././50 for scrapping.
P.232	STONEHENGE	-do-	Admiralty	4. 4.42	23. 3.43	15. 6.43	Lost—cause unknown—off Nicobar Islands ca22/3/44.
P.233	STORM	-do-	Brotherhood (Peter- borough)	23. 6.42	18. 5.43	23. 8.43	Sold West of Scotland Shipbreaking .././49, arrived Troon ../9/49 for scrapping.
P.234	STRATAGEM	-do-	Admiralty	15. 4.42	21. 6.43	9.10.43	Depth charged IJN patrol craft Malacca Straits 22/11/44.
P.242	SHALIMAR	Chatham Dockyard	Davey Paxman (Col- chester)	17. 4.42	22. 4.43	22. 4.44	Sold West of Scotland Shipbreaking .././50, arrived Troon ../7/50 for scrapping.
Ordered 20/12/41							
P.243	SCOTSMAN	Scotts (Greenock)	Scotts (Greenock)	15. 4.43	18. 8.44	9.12.44	Sold West of Scotland Shipbreaking .././64, arrived Troon 19/11/64 for scrapping.
P.244	SEA DEVIL	-do-	-do-	5. 5.43	30. 1.45	12. 5.45	Sold Metal Recoveries ../12/65, arrived Newhaven ../2/66 for scrapping.
P.245	SPIRIT	Cammell Laird (Birk- enhead)	Cammell Laird (Birk- enhead)	27.10.42	20. 7.43	25.10.43	Sold T W Ward .././50, arrived Grays 4/7/50 for scrapping.
P.246	STATESMAN	-do-	-do-	2.11.42	14. 9.43	13.12.43	French Navy SULTANE (1952/59); sold H G Pounds 3/1/61, arrived Portsmouth ../11/61 for scrapping.
Ordered 18/4/42							
P.248	STURDY	Cammell Laird (Birk- enhead)	Brotherhood (Peter- borough)	22.12.42	30. 9.43	29.12.43	Sold Clayton & Davie .././58, arrived Dunston 9/5/58 for scrapping.
P.249	STYGIAN	-do-	Cammell Laird (Birk- enhead)	6. 1.43	12.11.43	29. 2.44	Sold Metal Industries 28/10/49, arrived Ardgour ../8/50 for scrapping.
Ordered 19/10/42							
P.251	SUBTLE	Cammell Laird (Birk- enhead)	Cammell Laird (Birk- enhead)	1. 2.43	27. 1.44	16. 4.44	Sold Shipbreaking Industries .././59, arrived Charlestown ../6/59 for scrapping.
P.252	SUPREME	-do-	.....	15. 2.43	24. 2.44	20. 5.44	Sold West of Scotland Shipbreaking .././50, arrived Troon ../7/50 for scrapping.
P.253	SEA SCOUT	-do-	.....	1. 4.43	24. 3.44	19. 6.44	Sold T W Ward .././65, arrived Briton Ferry 14/12/65 for scrapping.
P.254	SELENE	-do-	.....	16. 4.43	24. 4.44	14. 7.44	Sold J J King .././61, arrived Gateshead 6/6/61 for scrapping.
P.255	SENESCHAL	Scotts (Greenock)	Brotherhood (Peter- borough)	1. 9.43	23. 4.45	6. 9.45	Sold Clayton & Davie .././60, arrived Dunston 23/8/60 for scrapping.
P.256	SENTINEL	-do-	Davey Paxman (Col- chester)	15.11.43	27. 7.45	28.12.45	Sold Lynch 28/2/62, arrived Gillingham ../3/62 for scrapping.
Ordered 17/11/42							
P.259	SIDON	Cammell Laird (Birk- enhead)	.....	7. 7.43	4. 9.44	23.11.44	Foundered following internal explosion Portland 16/6/55, salvaged 23/6/55, expended as A/S target off Portland 14/6/57.

P.261	SLEUTH	-do-	Cammell Laird (Birk- enhead)	30. 6.43	6. 7.44	8.10.44	Sold Shipbreaking Industries .././58, arrived Charlestown 15/9/58 for scrapping.
P.262	SOLENT	-do-	Davey Paxman (Col- chester)	7. 5.43	8. 6.44	7. 9.44	Sold West of Scotland Shipbreaking .././62, arrived Troon 28/8/62 for scrapping.
P.263	SPEARHEAD	-do-	.....	18. 8.43	2.10.44	21.12.44	Portuguese Navy NEPTUNO (1948); sold
Ordered 7/4/43							
P.257	SAGA	Cammell Laird (Birk- enhead)	.....	5. 4.44	14. 3.45	14. 6.45	Portuguese Navy NAUTILLO (1949); sold
P.258	SCORCHER	-do-	Cammell Laird (Birk- enhead)	14.12.43	18.12.44	16. 3.45	Sold Shipbreaking Industries .././62, arrived Charlestown 14/9/62 for scrapping.
P.265	SPUR	-do-	.....	1.10.43	17.11.44	18. 2.45	Portuguese Navy NARVAL (1948); sold
P.266	SANGUINE	-do-	.....	10. 1.44	15. 2.45	13. 5.45	Israeli Navy RAHAV (1958); scrapped Haifa .././69.
P.267	SEA ROBIN	-do-					Cancelled .././45.
P.268	SPRIGHTLY	-do-					Cancelled .././45.
P.269	SURFACE	-do-					Cancelled .././45.
P.271	SURGE	-do-					Cancelled .././45.
Ordered 29/4/43							
P.264	SPRINGER	Cammell Laird (Birk- enhead)	.....	8. 5.44	14. 5.45	2. 8.45	Israeli Navy TANIN (1958); scrapped

“Porpoise” class: (first group) *PORPOISE. (second group) CACHALOT, GRAMPUS, NARWHAL, RORQUAL, SEAL.

This class was the outcome of experience with the *M.3*, and was designed to lay the standard Mk. XVI mine using the same gear as fitted in surface mine-layers. This was the powered chain conveyor system installed at the stern below the mine rails, which were laid externally along the pressure hull, and enclosed by a high casing. The *Porpoise* carried her oil fuel externally in welded tanks, and her casing terminated some 60ft short of the bow; while the remained of the class carried their oil fuel internally in an oval-shaped pressure hull, with the casing extended over the whole length.

Although it was proposed to build three further units of this class during the war, with circular pressure hulls, the requirement for a submarine mine-layer lapsed with the development of a special mine that could be accommodated in a 21in torpedo tube. Despite the availability of this mine no patrol submarine was used for minelaying during the war; while the *Grampus* and *Seal* laid 50 mines in enemy waters, the *Cachalot* 300 mines, the *Narwhal* 450 mines, the *Porpoise* 465 mines, and the *Rorqual*—the sole survivor by the end of the war—1,284 mines. During 1941/42 they were extensively used as supply submarines running vital cargoes to Malta.

Displacement: 1,520 tons (1,656 full load surfaced/2,117 submerged tons) except * 1,500 tons (1,768 full load surfaced/2,053 submerged tons).

Dimensions: 271½ (pp)/293 (oa) × 25½ ×d/15½ (16¾ full load) feet except * 267 (pp)/289 (oa) × 29¾ ×d/14¼ (15¾ full load) feet.

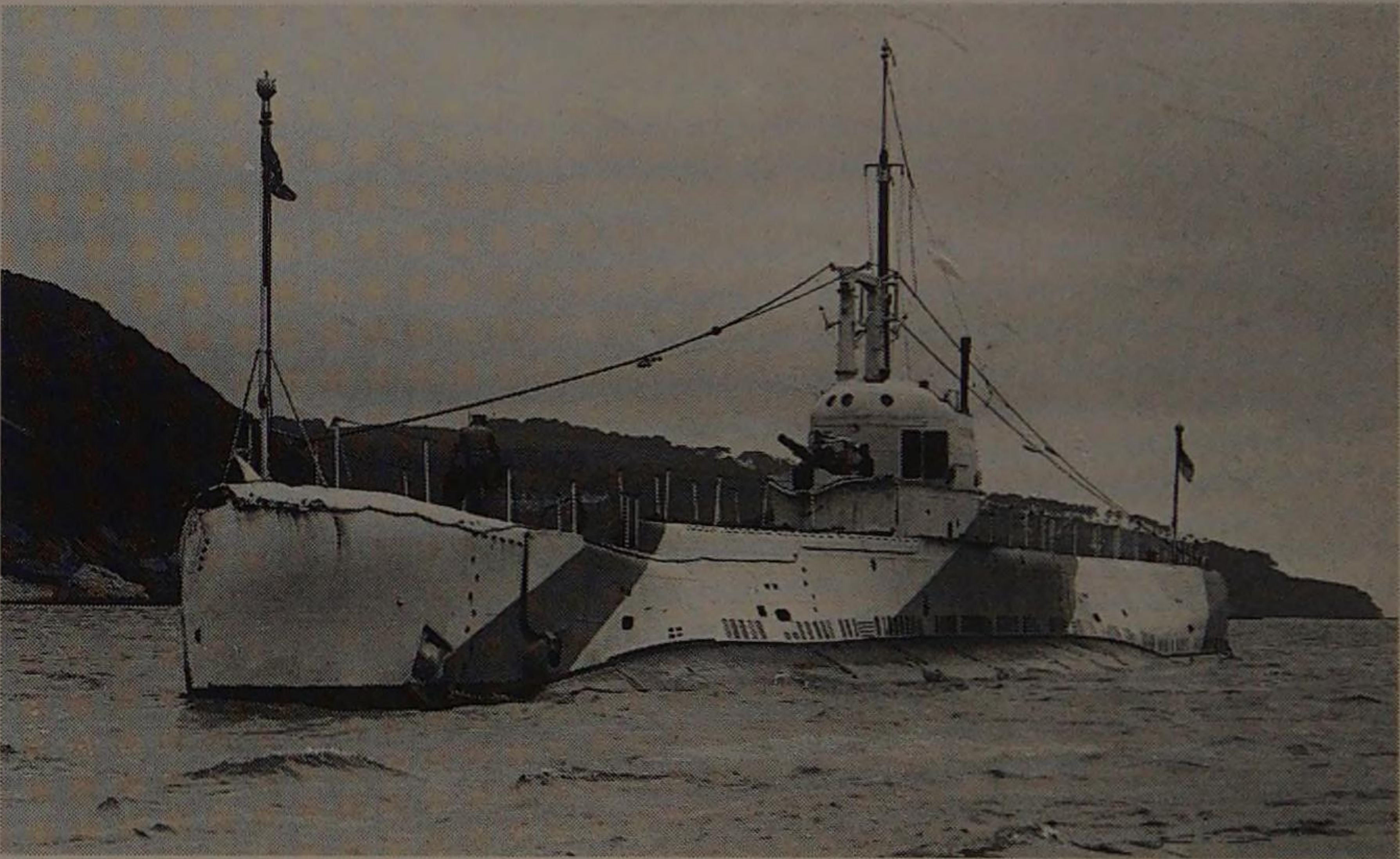
Machinery: Two shafts, Admiralty 6cyl (bore 20in × 20in stroke) diesel engines BHP 3,300 = 15¾ except * 15 knots surfaced + electric motors SHP 1,630 = 8¾ knots submerged.

Bunkers & radius: O.F. 156 tons,/3,860nm except * 136 tons 11,500/3,480 @ 8/15k surfaced/3 × 112-cell Chloride or Tudor battery AHr, 66/...nm @ 4/...k submerged.

Armament: One 4in, two .303in AA machine (2×1) guns; six 21in (all forward—six reloads) T.T., 50 mines.

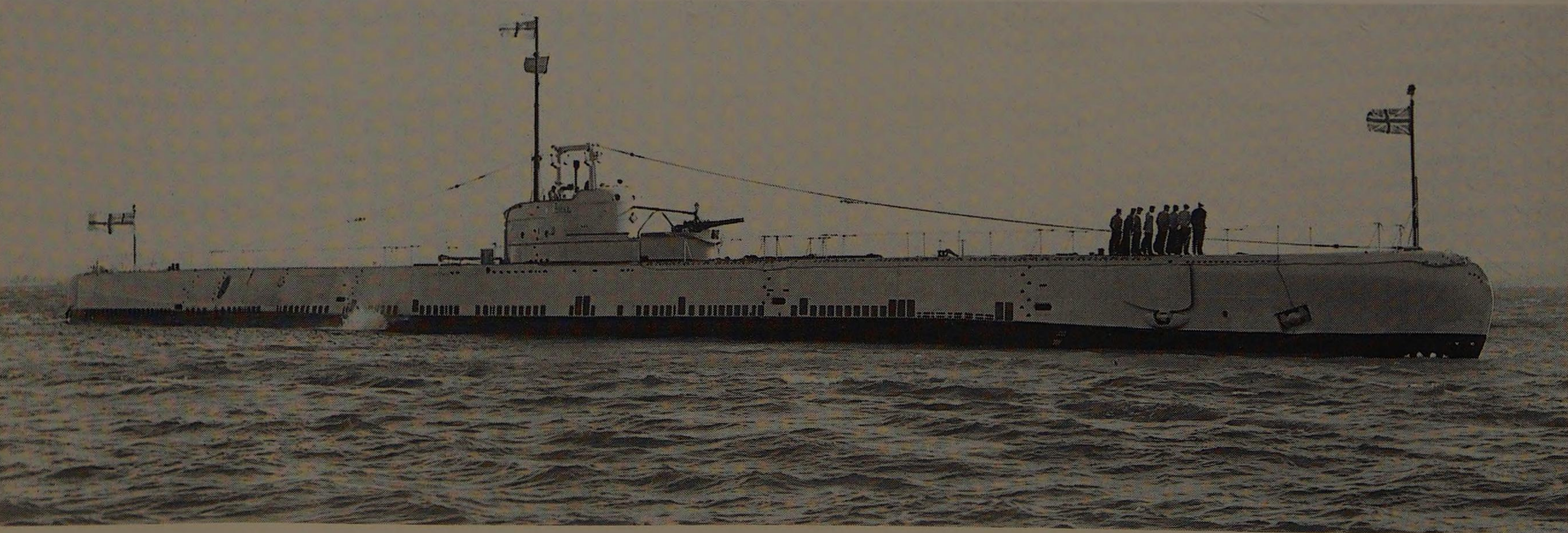
Complement: 59.

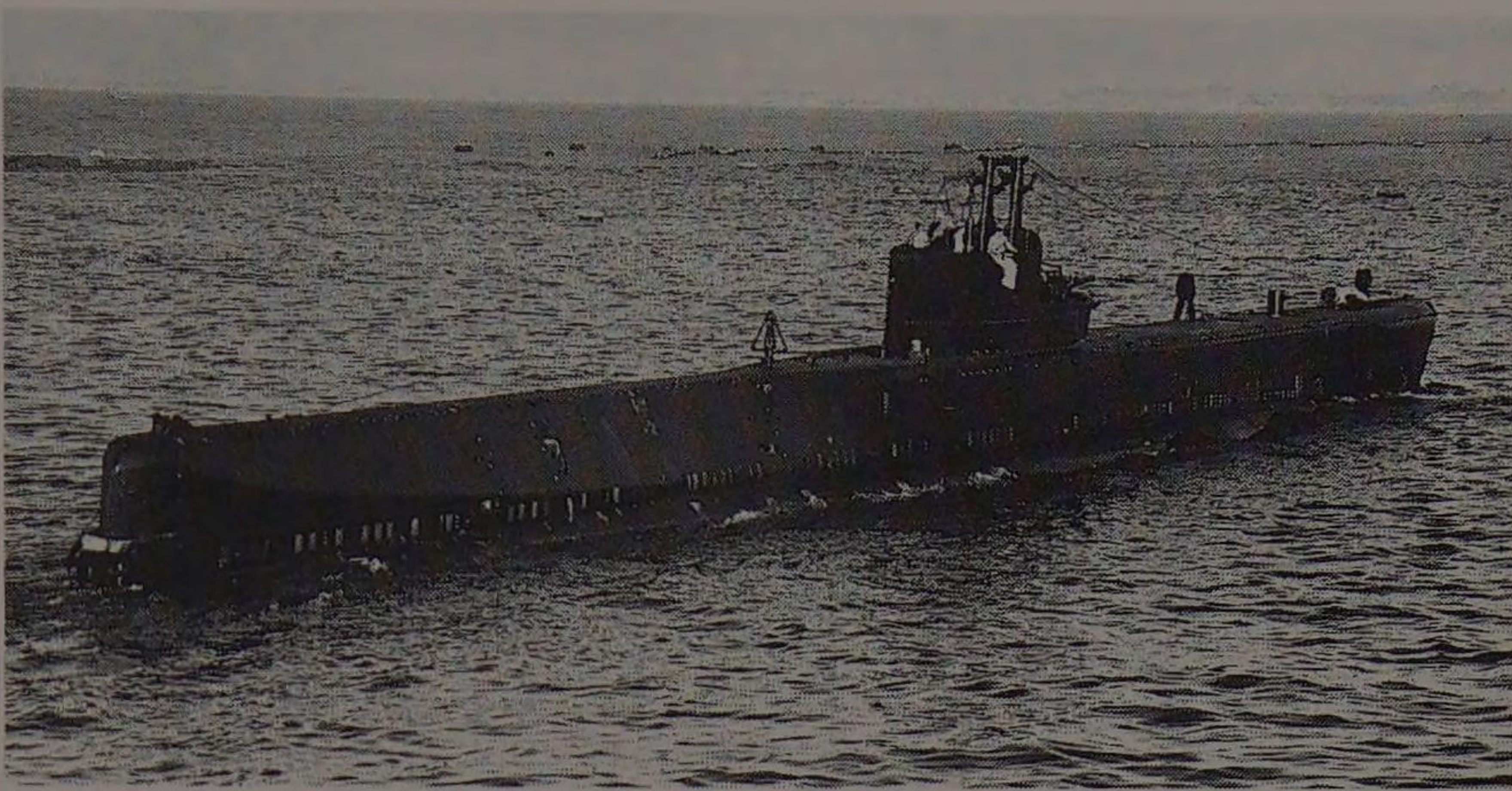
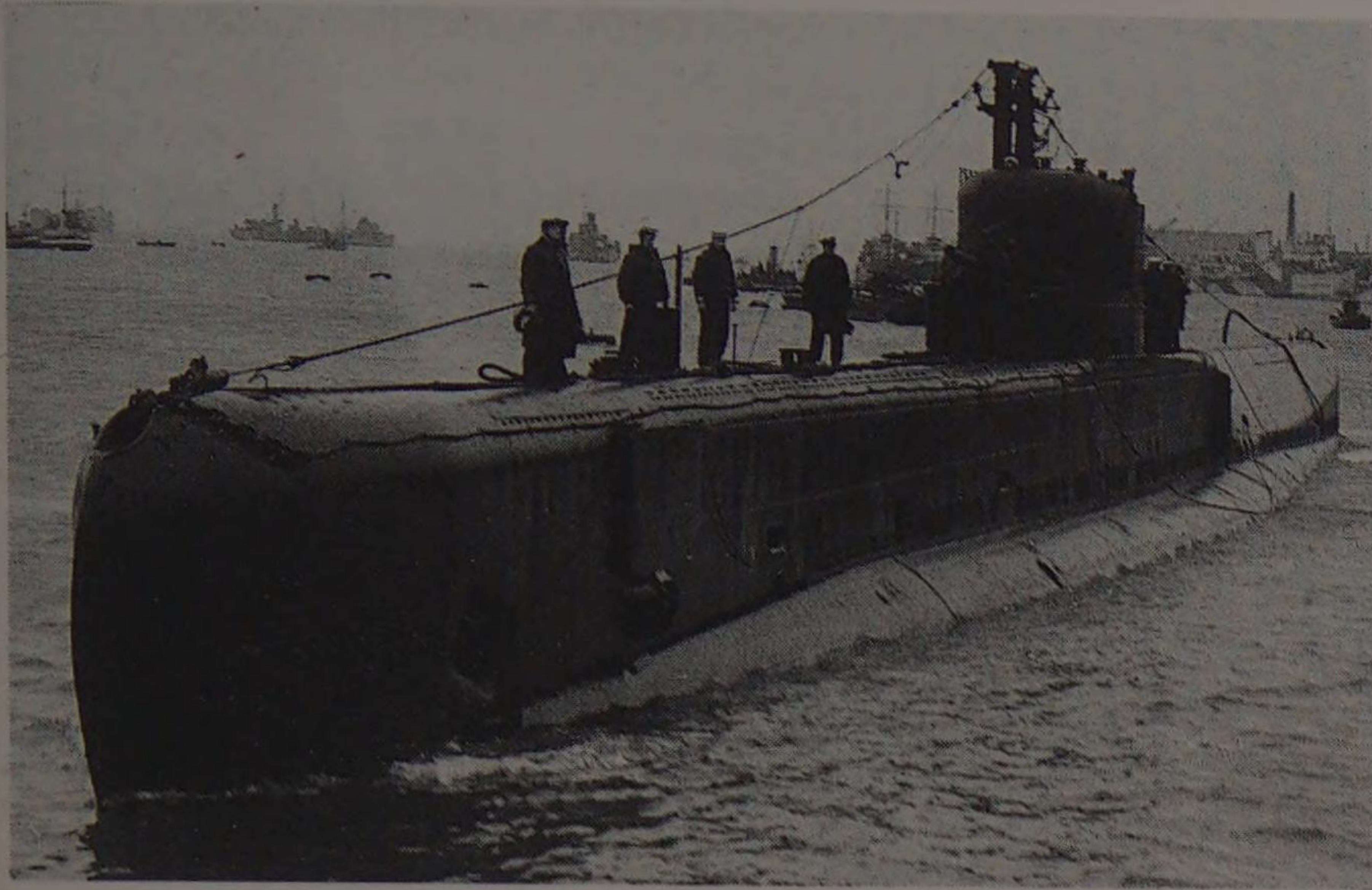
Diving depth: 300 feet



Above: The prototype submarine minelayer *Porpoise* stowed her oil fuel externally in saddle tanks, and the casing terminated short of the stem. (NMM)

Below: The high casing is very evident in this pre-war view of the *Rorqual* in surface trim. (Wright & Logan)





Left and above: Bow and quarter views of the *Rorqual* showing the flush end-to-end casing fitted on all units of the class—except the *Porpoise*—which had the pear-shaped pressure hull, and stowed their oil fuel internally. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 11/6/31							
14M	PORPOISE	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	22. 9.31	30. 8.32	11. 3.33	Bombed Japanese aircraft off Penang 19/1/45.
Ordered 1/3/34							
56M	GRAMPUS	Chatham Dockyard	Chatham Dockyard	20. 8.34	25. 2.36	10. 3.37	Depth charged RItN torpedo boats CIRCE & CLIO off Syracuse 16/6/40.
Ordered 15/3/34							
45M	NARWHAL	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	29. 5.34	29. 8.35	28. 2.36	Bombed German aircraft North Sea 23/7/40.
Ordered 1/5/35							
74M	RORQUAL	Vickers-Armstrongs (Barrow)	-do-	1. 5.35	21. 7.36	10. 2.37	Sold J Cashmore 19/12/45, arrived Newport 17/3/46 for scrapping.
Ordered 5/3/36							
83M	CACHALOT	Scotts (Grenock)	Scotts (Greenock)	12. 5.36	2.12.37	15. 8.38	Rammed RItN torpedo boat GENERALE ACHILLE PAPA off Benghazi 30/7/41.
Ordered 1/7/36							
37M	SEAL	Chatham Dockyard	Chatham Dockyard	9.12.36	27. 9.38	24. 5.39	Mined Kattegat 1/5/40 & captured 5/5/40, German UB (1940); scuttled Kiel 3/5/45, later salvaged & scrapped.
Ordered 13/1/41							
P.411	Unnamed	Scotts (Greenock)	.....	.....	.....	.....	Cancelled ..9/41.
P.412	Unnamed	-do-	.....	.....	.....	.....	Cancelled ..9/41.
P.413	Unnamed	-do-	.....	.....	.....	.....	Cancelled ..9/41.

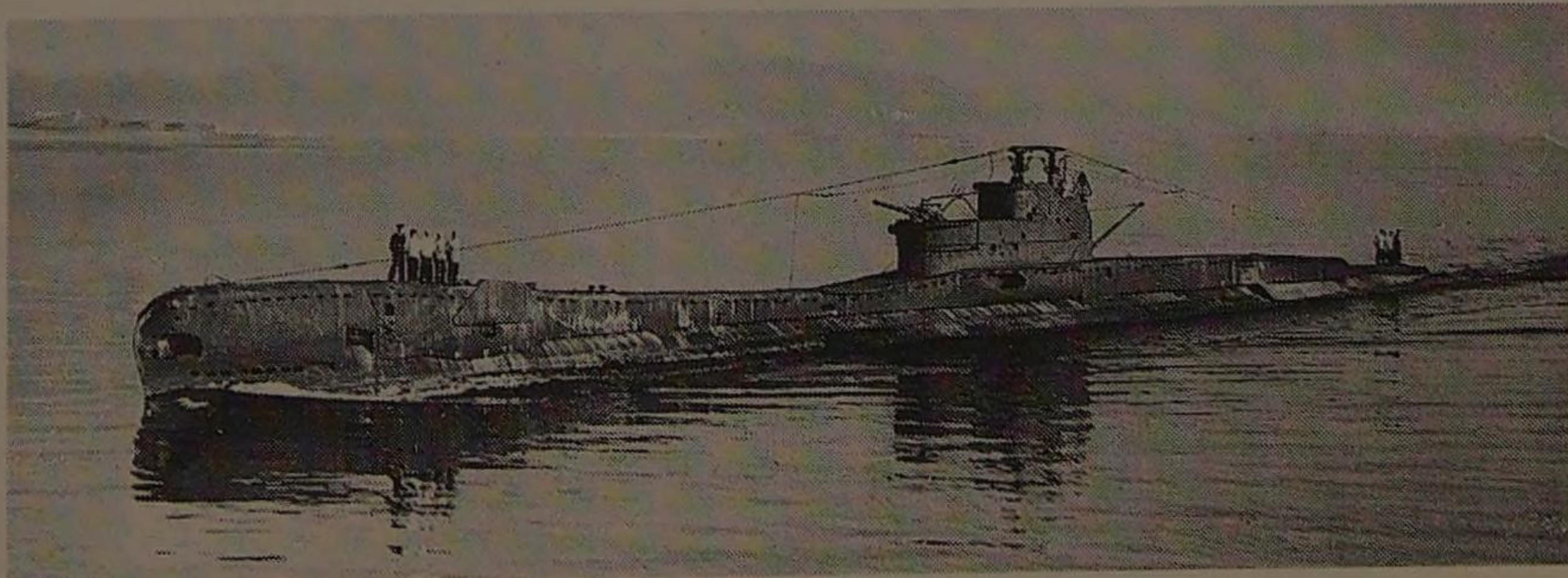
“T” class: (first group) *TAKU, *TALISMAN, TARPON, TETRARCH, *THETIS, THISTLE, TIGRIS, †TORBAY, TRIAD, §TRIBUNE, †*TRIDENT, ‡TRITON, TRIUMPH, TRUANT, §TUNA. (second group) *TEMPEST, *THORN, *THRASHER, ¶TRAVELLER, ¶TROOPER, TRUSTY, TURBULENT.

The requirements for this class were for an overseas patrol type, capable of undertaking a 42-day patrol, as replacements for the “O”/“P”/“R” classes. Only about 16,500 tons was available under the overall tonnage limitations of the London Naval Treaty, so that their standard displacement was arbitrarily fixed at about 1,100 tons to secure the requisite number. Although some 400 tons smaller than the classes they were replacing, the “T” class were nevertheless superior in most other respects (heavier armament, quicker diving, stronger pressure hull, wider radius of action, etc.) except in surfaced speed, as the limiting displacement necessitated less powerful diesel engines being installed.

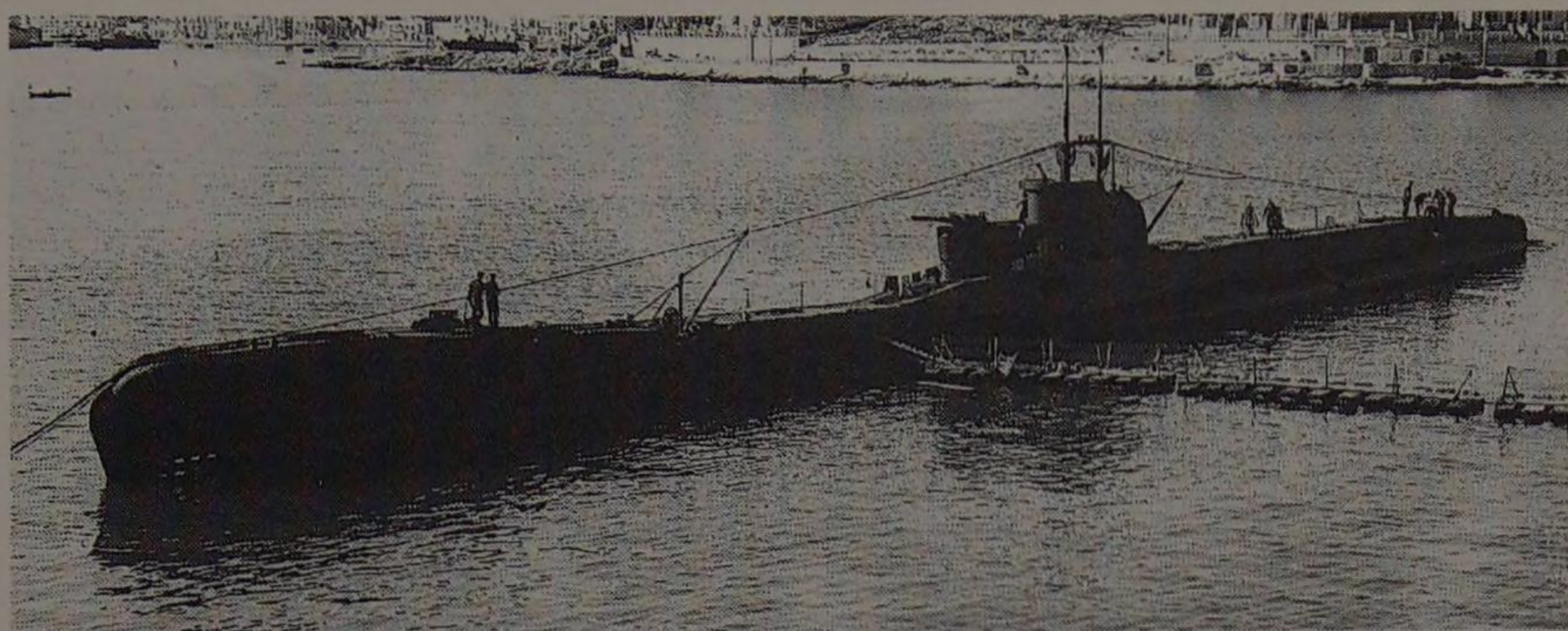
In the first group diesel engines of various manufacture were installed so that their performances could be evaluated, but the start of the Second World War prematurely halted this test period; and subsequent boats were, perforce, fitted with either Vickers or Admiralty diesel engines: the latter being

supplied under sub-contract (by John Brown, Bellis & Morcom, etc.). This was the first class to have reversing diesel engines, so that it was no longer necessary to use the electric motors when manoeuvring. A main ballast tank was converted to carry an additional 46 tons of fuel oil in the *Torbay* and *Trident* only.

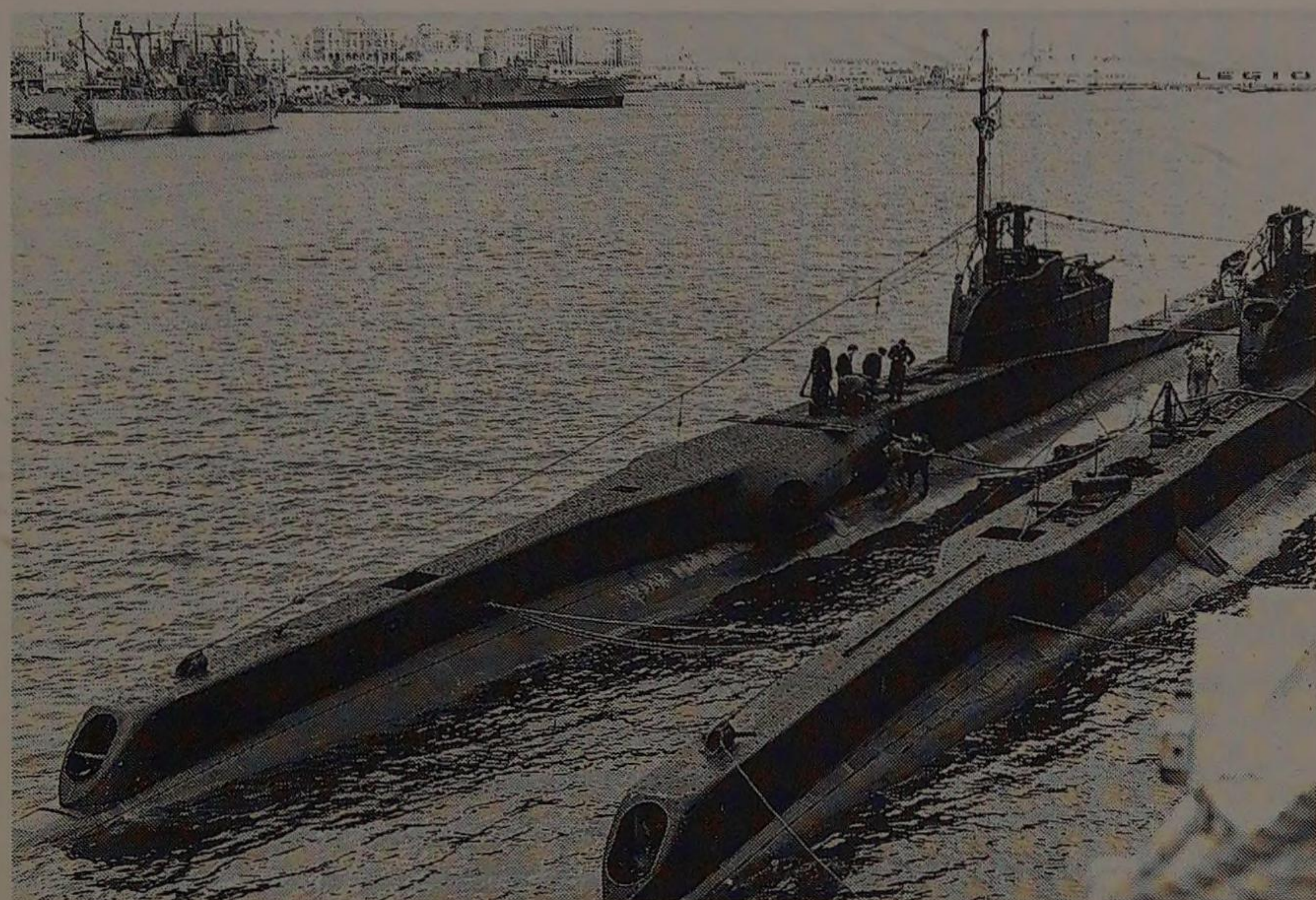
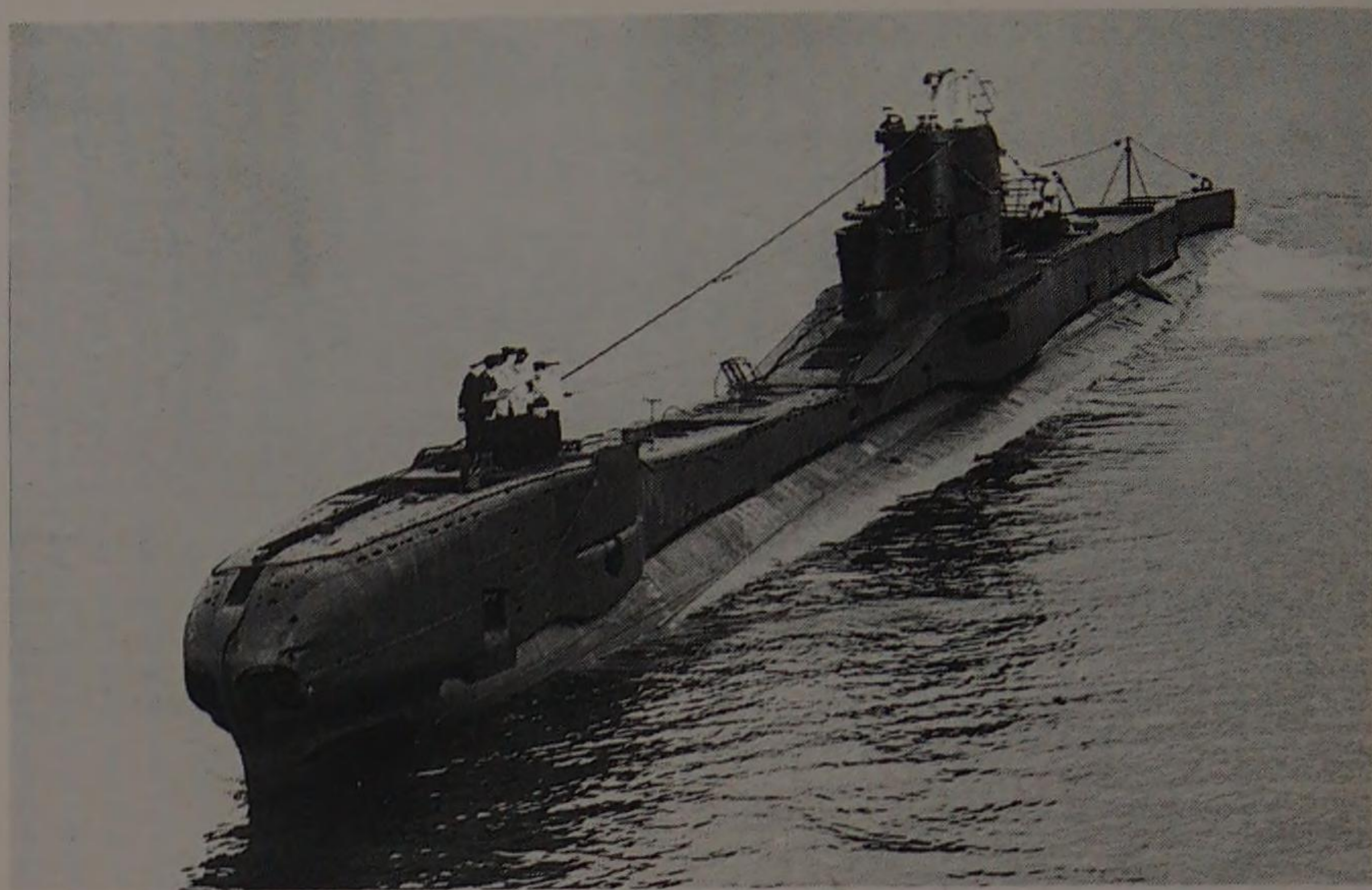
With the first group all the torpedo tubes were arranged to fire forward; but this was modified in the second and third groups which had an external stern tube added, while the two external tubes amidships were moved farther aft and were turned to discharge astern. The bulbous casing which enclosed the external bow tubes in the first group showed to some disadvantage at periscope depth, as the resulting bow wave impaired vision. This was corrected in the second and third groups by moving the external bow tubes 7ft farther aft, fining the fore end casing, and allowing the lip ends of the tubes to project; which slightly reduced the overall length. The *Thetis* foundered on trials pre-war, but was salvaged and renamed *Thunderbolt* when placed



Right: The *Truant* (first group) with bulbous bow casing, amidships T.T. arranged to discharge forward, and no stern T.T. (IWM)



Above and right: The *Taku* (above) and *Trident* (right)—both first group—with the amidships T.T. arranged to discharge forward, and a stern T.T. added. When AW.291 RDF was added at the aft end of the conning tower it supplanted the MF/DF aerial, which was sited farther aft on the casing deck. No 20mm AA gun was yet mounted in the former, but has been added in the latter. (IWM)

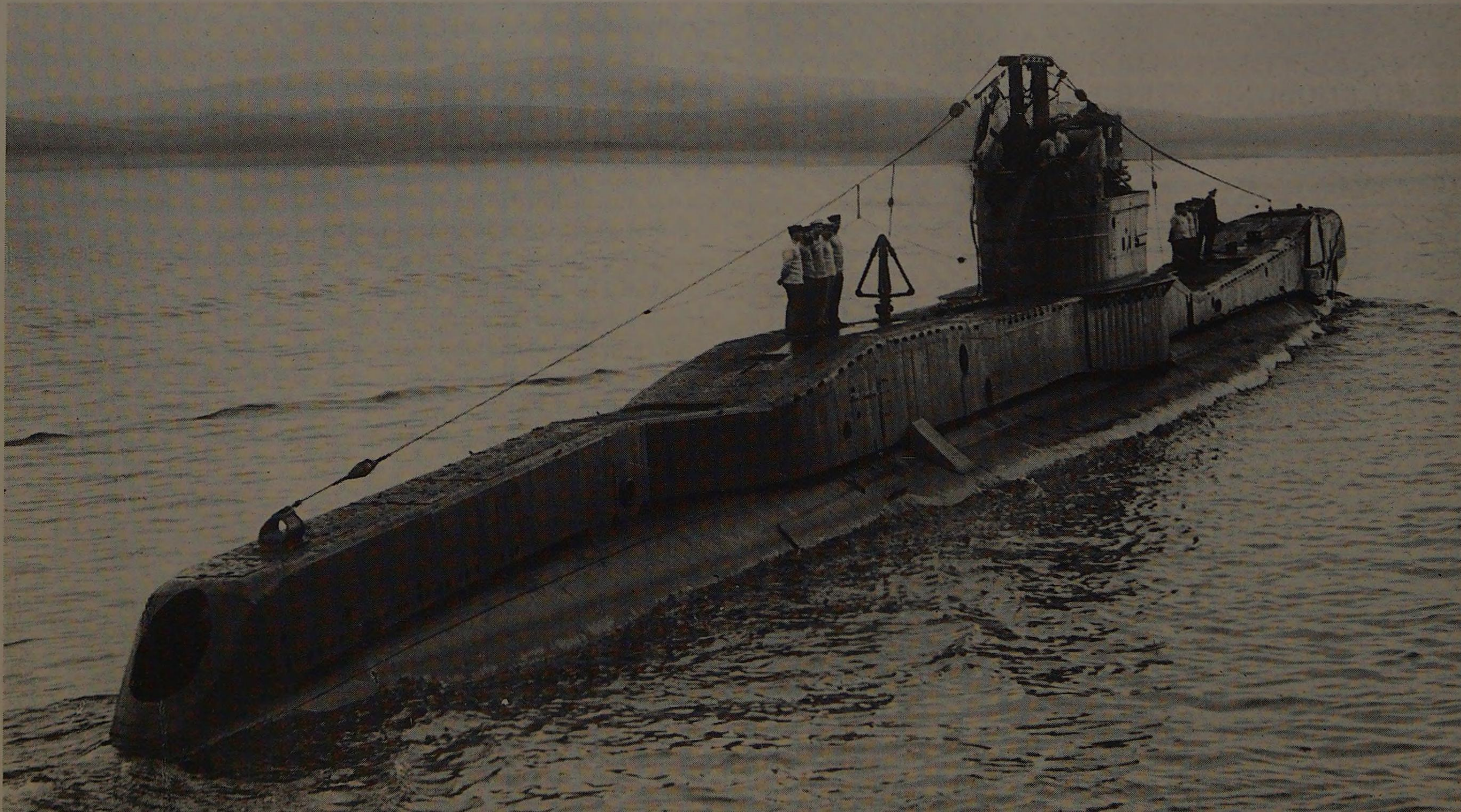


Above: Sterns of "T" class submarines showing additional stern torpedo tube; while on the *Turbulent* (outboard) the external torpedo tubes amidships have been turned to discharge aft, but those on the *Taku* (inboard) are still pointed to discharge forward. (IWM)

Above right and below: The *Thunderbolt* (ex-*Thetis*—above right) and the



Trident (below) belonged to the first group, but the former had her bow casing fined—as in later units—after she was salvaged. An external stern T.T. was added on both; while the latter also mounted a 20mm AA gun, and was fitted with AW.291 RDF. (IWM)



back in service. She differed from the other units of the first group in that the fore end casing was fined as in the later boats. In 1944 the *Truant* was experimentally fitted with a snort air mast, and although the trials proved satisfactory it was not introduced until post-war.

The third group also had a 20mm AA gun and AW.291 RDF added at the aft end of the conning tower: the latter supplanting the D/F aerial, which was mounted on deck farther aft. These modifications were later extended to the surviving boats of the earlier groups. The *Tactician*, *Tally-Ho*, *Tantalus*, *Tantivy*, and *Taurus* later had some external riveted ballast tanks converted to carry an additional 86 tons of oil fuel. This increased their surfaced full load displacement to 1,422 tons, draught to 15¼ft, and the surfaced radius to 11,000 miles at 10 knots. When AW.267MW—which could be operated at periscope depth—replaced AW.291, the bridge steering arrangements were removed.

The class was first of partially, and then of wholly, welded construction, which enabled those boats later transferred to the Far East to have some of their main ballast tanks converted to carry oil fuel. This considerably increased their radius of action, as in this theatre a week was spent on passage out to the patrol area, and another week on the return passage. The longest war patrol undertaken by a British submarine was recorded by the *Tantalus*, which on one occasion spent 56 days away from her base, 40 of them in the patrol area.

The “T” class proved most successful, and their construction was only dropped when the “A” class (q.v.)—basically an improved “T”—was ready to go into mass production. Equipment fitted included Asdic type 129, hydrophones type 710B (not in the second group), D/F type FM.4 or FM.11, RDF type AW.291 (in some), and W/T type 55.

First & second groups

Displacement: 1,090 tons (1,222 except † 1,268 full load surfaced/1,575 submerged tons) except ‡ 1,095 tons (1,227 full load surfaced/1,579 submerged tons).

Dimensions: 245½ (pp)/275 except ‡ 277¼ & second group 273½ (oa) × 26½ × 16¼d/12 (14¼ except † 14½ full load) feet.

Machinery: Two shafts, Vickers 6cyl (bore 17½in × 18in stroke) except * Sulzer 6cyl (boremm ×mm stroke) § MAN 6cyl (boremm ×mm stroke) ¶ Admiralty 6cyl (bore 17½in × 18in stroke) diesel engines BHP 2,500 = 15¼ knots surfaced + Laurence Scott electric motors SHP 1,450 = 8¾ knots submerged.

Bunkers & radius: O.F. 132 tons, 8,000/.....nm @ 10/...k surfaced except † 178 tons,/.....nm @ .../...k surfaced/3 × 112-cell batteryAHr, 80/...nm @ 4/...k submerged.

Armament: One 4in, three ·303in AA machine (3×1) guns; ten 21in (eight forward & two amidships—six reloads) except second group eleven 21in (eight fwd, two amid & one aft—six reloads) T.T.

Complement: 59 (war 60/67).

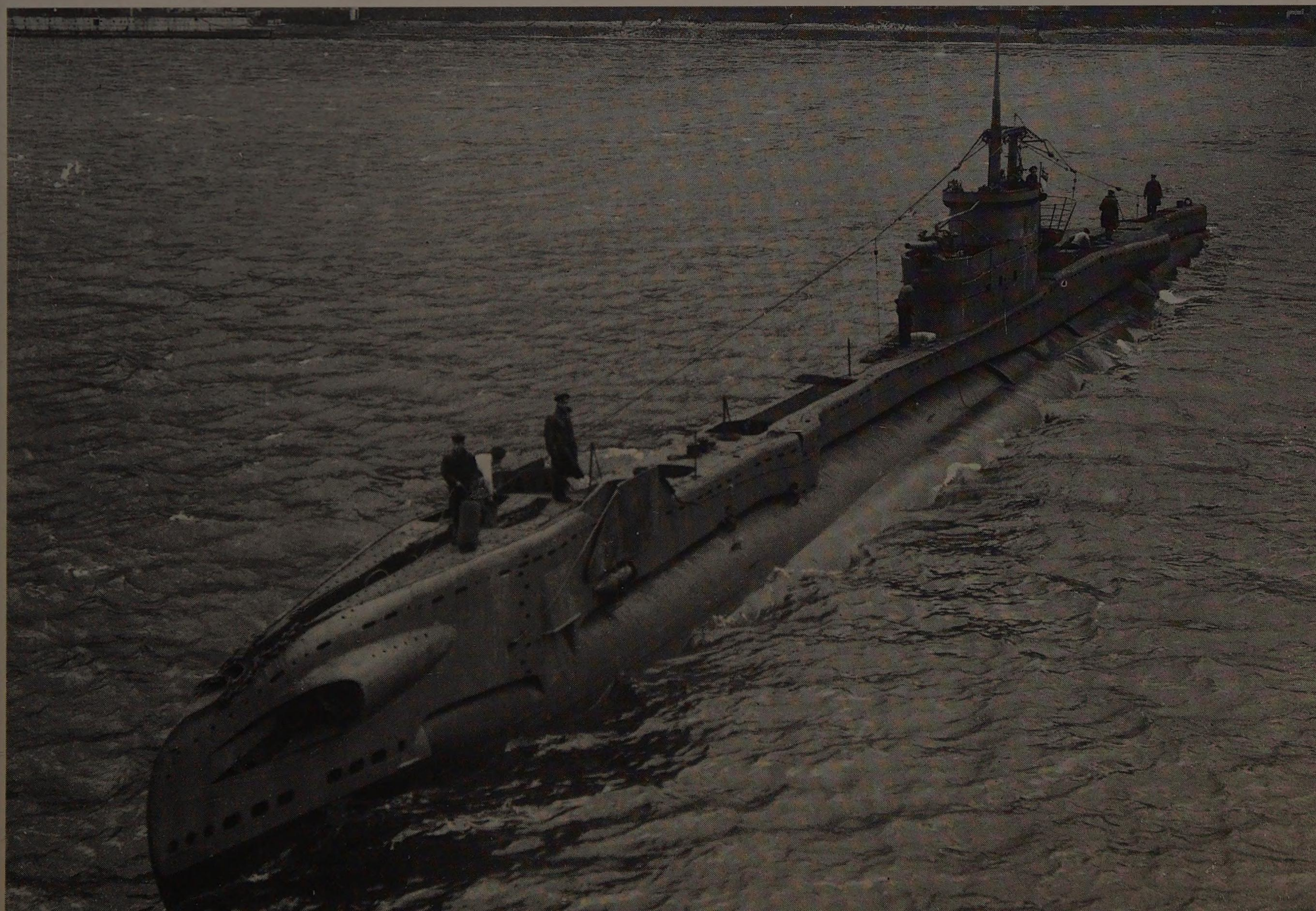
Diving depth: 300 feet.

“T” class: (third group) Thirteen unnamed (P.311, *P.312, P.313/314, †P.315, P.316, †P.317, P.325, P.326, P.345/348), TABARD, TACITURN, TALENT (i), TALENT (ii), *TANTALUS, †TANTIVY, TAPIR, *TARN, TASMAN, *TELEMACHUS, TEREDO, TERRAPIN, THEBAN, THERMOPYLAE, THOR, *THOROUGH, THREAT, TIARA, TIPTOE, TIRELESS, TOKEN, TOTEM, TRADEWIND, TRENCHANT, TRUMP, TRUNCHEON, TURPIN.

Third group

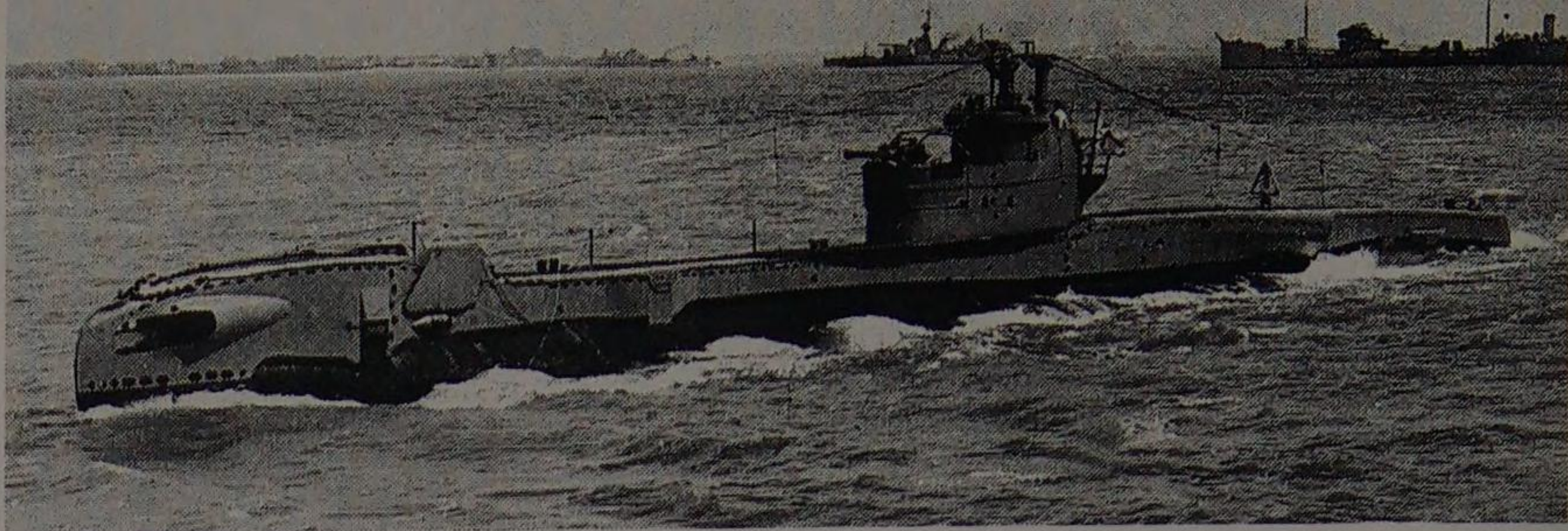
Displacement: 1,090 tons (1,219 except * 1,222 full load surfaced/1,567 submerged tons).

Below: : The *Tudor* (third group) in 1944 showing the amidships torpedo tubes angled-out from the centreline and arranged to discharge aft; and the additions of a 20mm AA gun, and AW.291 RDF. (IWM)



Dimensions: 265 (pp)/273¼ (oa) × 26½ × 16¼d/12 (14¾ full load) feet.
Machinery: Two shafts, Vickers 6cyl (bore ...in × ...in stroke) except † Admiralty 6cyl (borein × ...in stroke) diesel engines BHP 2,500 = 15¼ knots surfaced + Laurence Scott electric motors SHP 1,450 = 8¾ knots submerged..
Bunkers & radius: O.F. 129 except * 132 tons, 8,000/.....nm @ 10/...k surfaced/3 × 112-cell batteryAhr; .../...nm @ .../...k submerged.
Armament: One 4in, one 20mm AA, two ·303in AA machine (2×1) guns; eleven (eight fwd, two amid & one aft—six reloads) T.T.
Complement: 61 (war 61/67).
Diving depth 300 feet.

Right: The *Tireless* (upper) and *Truncheon* (lower)—both third group—in 1945 with fined bow casing, the amidships T.T. arranged to discharge aft; and AW.291 RDF, a 20mm AA gun, and an external stern T.T. added. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 23/3/36							
15T	TRITON	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	28.8.36	5.10.37	9.11.38	Lost unknown cause & probably mined Southern Adriatic ca7/12/40.
Ordered 10/8/36							
11T	THETIS	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	21.12.36	29. 6.38	26.10.40	Foundered Liverpool Bay 1/6/39, salvaged 23/10/39, THUNDERBOLT (N.25 –1940); depth charged RItN corvette CICOGNA 4nm north of Cape St Vito 14/3/43.
Ordered 6/11/36							
76T	TRIBUNE	Scotts (Greenock)	Scotts (Greenock)	3. 3.37	8.12.38	17.10.39	Sold T W Ward ../7/47, arrived Milford Haven ../11/47 for scrapping.
52T	TRIDENT	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	12. 1.37	7.12.38	1.10.39	Sold J Cashmore .././46, arrived Newport 17/2/46 for scrapping.
18T	TRIUMPH	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	19. 3.37	16. 2.38	2. 5.39	Lost unknown cause & probably mined off Cape Sunion ca9/1/42.
Ordered 20/7/37							
38T	TAKU	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	18.11.37	20. 5.39	3. 1.40	Sold E Rees.././46, arrived Llanelli 10/11/46 for scrapping.
17T	TARPON	Scotts (Greenock)	Scotts (Greenock)	5.10.37	17.10.39	8. 3.40	Depth charged German minesweeper M.6 North Sea 10/4/40.
24T	THISTLE	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	7.12.37	25.10.38	4. 7.39	Torpedoed German submarine U.4 off Utsira 10/4/40.
Ordered 1/12/37							
63T	TIGRIS	Chatham Dockyard	Chatham Dockyard	11. 5.38	31.10.39	20. 6.40	Depth charged German trawler Uj.2210 south of Capri 27/2/43.
Ordered 8/12/37							
53T	TRIAD	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	24. 3.38	5. 5.39	16. 9.39	Lost unknown cause & probably mined off Benghazi ca13/10/40.
68T	TRUANT	-do-	-do-	24. 3.38	5. 5.39	31.10.39	Sold T W Ward 19/12/45 & wrecked near Cherbourg en route Briton Ferry 9/12/46.
94T	TUNA	Scotts (Greenock)	Scotts (Greenock)	13. 6.38	10. 5.40	1. 8.40	Sold T W Ward 19/12/45, arrived Briton Ferry 24/6/46 for scrapping.
Ordered 6/5/38							
78T	TALISMAN	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	27. 9.38	29. 1.40	29. 6.40	Lost unknown cause—probably mined—Sicilian Channel ca16/9/42.
77T	TETRARCH	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	24. 8.38	14.11.39	15. 2.40	Lost unknown cause & probably mined south-east of Sardinia ca29/10/41.
Ordered 15/6/38							
79T	TORBAY	Chatham Dockyard	Chatham Dockyard	21.11.38	9. 4.40	14. 1.41	Sold T W Ward 19/12/45, arrived Briton Ferry 29/1/46 for scrapping.
Ordered 4/9/39							
N.86	TEMPEST	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	6. 1.40	10. 6.41	6.12.41	Depth charged RItN torpedo boat CIRCE Gulf of Taranto 13/2/42 & foundered in tow.
N.11	THORN	-do-	-do-	20. 1.40	18. 3.41	26. 8.41	Depth charged RItN torpedo boat PEGASO 30nm south-west Gavdo Island 6/8/42.
N.37	THRASHER	-do-	-do-	14.11.39	28.11.40	14. 5.41	Sold T W Ward 16/11/46, arrived Briton Ferry 7/3/47 for scrapping.
N.48	TRAVELLER	Scotts (Greenock)	Scotts (Greenock)	17. 1.40	27. 8.41	10. 4.42	Lost—probably mined—off Taranto ca4/12/42.
N.91	TROOPER	-do-	-do-	7. 5.40	5. 3.42	29. 8.42	Lost—probably mined—east of Leros ca10/10/43.
N.45	TRUSTY	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	15. 3.40	14. 3.41	30. 7.41	Sold T W Ward 17/1/47, arrived Milford Haven ../7/47 for scrapping.
N.98	TURBULENT	-do-	-do-	15. 3.40	12. 5.41	2.12.41	Lost—probably mined—south-east of Sardinia ca17/3/43.

Ordered 2/9/40

P.311	Unnamed ex- <i>Tutankhamen</i> , ex- <i>P.91</i>	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	25. 4.41	5. 3.42	7. 8.42	Lost—probably mined—off Maddalena 8/1/43.
P.312	Unnamed ex- <i>P.92</i>	-do-	-do-	8. 9.41	29. 5.42	25. 9.42	TRESPASSER (1943); sold J J King .././61, arrived Gateshead 26/9/61 for scrapping.
P.313	Unnamed ex- <i>P.93</i>	-do-	-do-	30. 9.41	27. 6.42	3.11.42	P.339 (1942), TAURUS (i) (1943), RNethN DOLFIJN (ii) (1948/53); sold Clayton & Davie .././60, arrived Dunston ../4/60 for scrapping.
P.314	Unnamed ex- <i>P.94</i>	-do-	-do-	13.11.41	29. 7.42	29.11.42	TACTICIAN (1943); sold J Cashmore .././63, arrived Newport 6/12/63 for scrapping.
P.315	Unnamed ex- <i>P.95</i>	-do-	J Brown (Clydebank)	4.12.41	12. 9.42	31.12.42	TRUCULENT (1943), collision mercantile <i>Dvina</i> off The Nore 12/1/50, salved 14/3/50; sold T W Ward 8/5/50, arrived Grays 19/6/50 for scrapping.

Ordered 4/11/40

P.316	Unnamed ex- <i>P.96</i>	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	28.12.41	26.10.42	15. 2.43	TEMPLAR (1943), expended as A/S target Loch Striven .././55, salved 4/12/58; sold West of Scotland Shipbreaking .././59, arrived Troon 17/7/59 for scrapping.
P.317	Unnamed ex- <i>P.97</i>	-do-	J Brown (Clydebank)	25. 3.42	23.12.42	12. 4.43	TALLY-HO (1943); sold T W Ward .././67, arrived Briton Ferry 10/2/67 for scrapping.
P.318	Unnamed ex- <i>P.98</i>	-do-	Vickers-Armstrongs (Barrow)	6. 6.42	24. 2.43	2. 6.43	TANTALUS (1943); sold T W Ward .././50, arrived Milford Haven ../11/50 for scrapping.
P.319	Unnamed ex- <i>P.99</i>	-do-	J Brown (Clydebank)	4. 7.42	6. 4.43	25. 7.43	TANTIVY (1943); expended as A/S target Cromarty Firth .././51.

Ordered 3/8/41

P.321	Unnamed	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	25. 8.42	19. 6.43	25.10.43	TELEMACHUS (1943); sold Shipbreaking Industries .././61, arrived Charlestown 28/8/61 for scrapping.
P.322	Unnamed	-do-	J Brown (Clydebank)	13.10.42	17. 7.43	4.12.43	TALENT (i), RNethN ZWAARDVISCH (1943), ZWAARDVIS (1944); sold Jos de Smedt 12/7/63, arrived Antwerp .././63 for scrapping.
P.323	Unnamed	-do-	Bellis & Morcom (Birmingham)	19.10.42	31. 8.43	22. 1.44	TERRAPIN (1943); depth charged IJN A/S vessels South Pacific 19/5/45 & written-off as constructive total loss; sold West of Scotland Shipbreaking .././46, arrived Troon ../6/46 for scrapping.
P.324	Unnamed	-do-	Vickers-Armstrongs (Barrow)	26.10.42	30.10.43	1. 3.44	THOROUGH (1943); sold Clayton & Davie .././61, arrived Dunston 29/6/61 for scrapping.

Ordered 6/6/41

P.325	Unnamed	Devonport Dockyard	English Electric	20. 9.41	22.10.42	13. 5.44	THULE (1943); sold T W Ward .././62, arrived Inverkeithing 14/9/62 for scrapping.
P.326	Unnamed	-do-	-do-	20. 9.41	23. 9.42	16. 1.44	TUDOR (1943); sold Metal Industries .././63, arrived Faslane 23/7/63 for scrapping.
P.327	Unnamed	Portsmouth Dockyard	Admiralty	30.10.41	19. 3.43	18. 4.45	TIRELESS (1943); sold J Cashmore 20/9/68, arrived Newport ../11/68 for scrapping.
P.328	Unnamed	-do-	-do-	6.11.41	19. 3.43	15.12.45	TOKEN (1943); sold H Pounds 18/2/70, arrived Cairn Ryan ../3/70 for scrapping.

Ordered 25/8/41

P.329	Unnamed	Chatham Dockyard	Chatham Dockyard	11. 2.42	11.12.42	18.10.43	TRADEWIND (1943); sold Shipbreaking Industries .././55, arrived Charlestown 14/12/45 for scrapping.
P.331	Unnamed	-do-	-do-	9. 5.42	24. 3.43	26. 2.44	TRENCHANT (1943); sold Metal Industries .././63, arrived Faslane 23/7/63 for scrapping.

Ordered 20/12/41

P.332	Unnamed	Vickers-Armstrongs (Barrow)	J Brown (Clydebank)	10.11.42	25. 2.44	12. 6.44	TIPTOE (1943); sold H G Pounds 16/4/71, arrived Portsmouth .././71 for scrapping.
P.333	Unnamed	-do-	-do-	31.12.42	25. 3.44	8. 7.44	TRUMP (1943); sold J Cashmore 23/7/71, arrived Newport ../8/71 for scrapping.
P.334	TACITURN	-do-	Bellis & Morcom (Birmingham)	9. 3.43	7. 6.44	8.10.44	Sold T W Ward 23/7/71, arrived Briton Ferry 8/8/71 for scrapping.
P.335	TAPIR	-do-	J Brown (Clydebank)	29. 3.43	21. 8.44	30.12.44	RNethN ZEEHOND (ii) (1948/53); sold Shipbreaking Industries .././66, arrived Faslane 14/12/66 for scrapping.
P.336	TARN	-do-	Vickers-Armstrongs (Barrow)	12. 6.43	29.11.44	6. 4.45	RNethN TIJERHAAI (1945/62); sold & scrapped 1966.
P.337	TASMAN	-do-	Bellis & Morcom (Birmingham)	1. 3.44	13. 2.45	27. 7.45	TALENT (ii) (1945); sold West of Scotland Shipbreaking 6/1/70, arrived Troon 28/2/70 for scrapping.
P.338	TEREDO	-do-	J Brown (Clydebank)	17. 4.44	27. 4.45	13. 4.46	Sold T W Ward .././65, arrived Briton Ferry 5/6/65 for scrapping.

Ordered 18/4/42

P.341	THEBAN	Vickers-Armstrongs (Barrow)	J Brown (Clydebank)	.....	.....	.....	Cancelled .././45.
P.342	TABARD	Scotts (Greenock)	Vickers-Armstrongs (Barrow)	6. 9.44	21.11.45	25. 6.46	Sold J Cashmore 2/1/74, arrived Newport 14/3/74 for scrapping.
P.343	TALENT (ii)	-do-	.....	.....	.....	.....	Cancelled .././45.

P.344	THREAT	Vickers-Armstrongs	J Brown (Clydebank)	.....	.....	.....	Cancelled .././45.
P.345	Unnamed	-do-	.....	.....	.....	.....	Re-ordered 7/4/43 as "A" class.
P.346	Unnamed	-do-	.....	.....	.....	.....	Re-ordered 7/4/43 as "A" class.
P.347	Unnamed	-do-	.....	.....	.....	.....	Re-ordered 7/4/43 as "A" class.
P.348	Unnamed	-do-	.....	.....	.....	.....	Re-ordered 7/4/43 as "A" class.
Ordered 30/5/42							
P.349	THOR	Portsmouth Dockyard	Admiralty	5. 4.43	18. 4.44	.....	Cancelled .././45, sold incomplete E Rees .././46, arrived Llanelli ../7/46 for scrapping.
P.351	TIARA	-do-	-do-	8. 4.43	18. 4.44	.....	Cancelled .././45, sold incomplete Dover Industries .././47, arrived ../6/47 for scrapping.
P.352	Unnamed	Devonport Dockyard	-do-	22.10.42	28. 9.43	9. 1.45	TOTEM (1943), Israeli Navy DAKAR (1964); lost unknown cause Eastern Mediterranean 25/1/68.
P.353	Unnamed	-do-	-do-	5.11.42	22. 2.44	25. 5.45	TRUNCHEON (1943), Israeli Navy DOLPHIN (1968); sold
P.354	TURPIN	Chatham Dockyard	-do-	24. 5.43	5. 8.43	18.12.44	Israeli Navy LEVIATHAN (1965); sold
P.355	THERMOPYLAE	-do-	-do-	26.10.43	27. 6.45	5.12.45	Sold West of Scotland Shipbreaking 26/5/70, arrived Troon 3/7/70 for scrapping.

“U” class: (first group) UNDINE, UNITY, *URSULA.

This class was originally conceived as unarmed boats for A/S training to replace the elderly “H” class, but at an early stage of their design it was decided to arm them so that they could additionally be used for submarine training, and undertake a short war patrol. Consequently, with the three units completed pre-war six tubes were fitted forward—four internally and two externally—together with four reload torpedoes, while the *Ursula* shipped a 12pdr gun as well.

They were of single-hull construction, with all main ballast and oil fuel carried internally; and had a prominent bow casing enclosing the external torpedo tubes. For surfaced propulsion they adopted diesel-electric drive which simplified machinery arrangements. The diesel engines were directly coupled to generators which supplied power to the electric motors when surfaced, while power was drawn from the battery banks when submerged. A separate gun hatch was not provided, so that the conning tower hatch had to be used by the gun’s crew, and for the supply of shell; and with a full bridge watch and gun crew on deck a fast dive was not really practical. Like the “T” class it was found that the bulbous bow casing impaired vision when running at periscope depth: a condition that was further aggravated as they were fitted with shorter periscopes.

First group

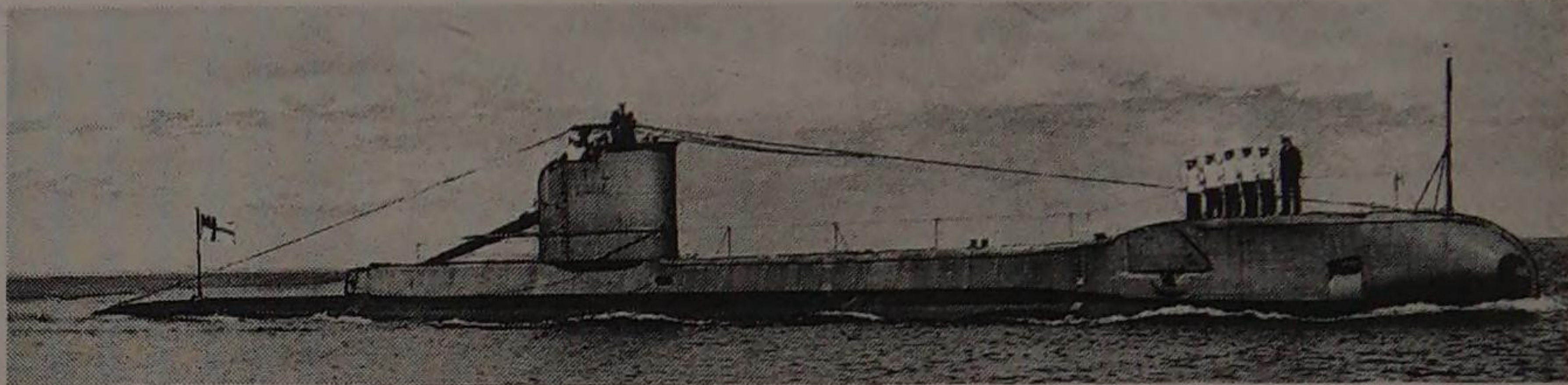
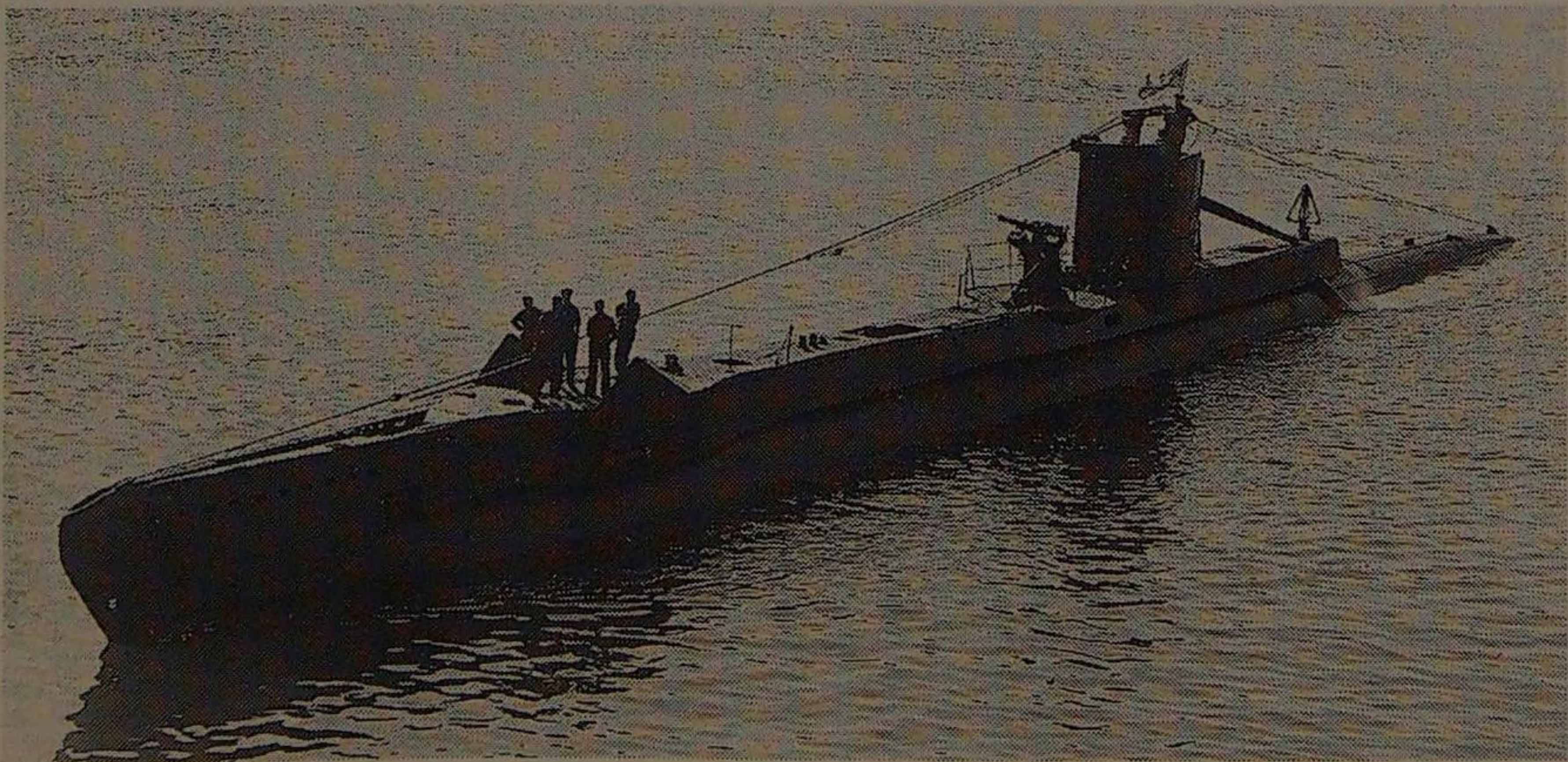
Displacement: 540 tons (578 except * 594 full load surfaced/730 submerged tons).

Dimensions: 180 (pp)/191 (oa) × 16 × 16¾d/12¾ (14½ full load) feet.

Machinery: Two shafts, Paxman-Ricardo 6cyl (bore 9½in × 12in stroke) diesel engines/..... generators/ General Electric electric motors BHP/kW/ SHP 615/450/825 = 11¼ (surfaced/10 (submerged) knots.

Bunkers & radius: O.F. 38 tons, 3,800/.....nm @ 10/...k except * 54 tons,nm @ .././k surfaced /2 × 112-cell batteryAhr, 170/23nm @ 2½/8k submerged.

Armament: One 12pdr AA (in * only), two .303in AA machine (2×1) guns; six 21in (all fwd—four reloads) T.T.



Above: The *Undine* (6-tube first group—top), and the *Unison* (4-tube second group—above). The former has her W/T mast stowed, while it has been raised on the latter. (IWM)

Complement: 27 except * 33.

Diving depth: 200 feet.

“U” class: (second group) UMPIRE, UNA, UNBEATEN, UNDAUNTED, UNION, UNIQUE, UPHOLDER, UPRIGHT, URCHIN, URGE, USK, UTMOST. (third group) Twenty-nine unnamed (P.31/39, P.41/49, P.51/54, P.81/87), UNIVERSAL, UNSPARING, UNSWERVING, UNTAMED, UNTIRING, UPSTART, USURPER, UTHER, VANDAL, VARANGIAN, VARNE, VOX.

Following the outbreak of the Second World War this class was put into production, and in view of experience with the first group it was decided to omit the external bow tubes. However, four units—the *Unique*, *Upholder*, *Upright*, and *Utmost*—were nonetheless completed with the bulbous bow casing; while in all others the casing was fined, which slightly increased their overall length. Initially, the first group were plagued by singing propellers; but this was overcome by adopting finer edges to, and more precise machining of, the propeller blades. The third group was lengthened aft to give an easier flow of water to the propellers.

The installed power was slightly uprated by adopting Davey Paxman diesel engines; and in some units the bunker capacity was increased to 59 tons

Left: The *Una* was a later unit of the second group, and did not ship the external torpedo tubes forward, but mounted a deck gun in lieu. Note the stowed position of the W/T mast aft of the conning tower, and the casing terminating well short of the stern. (IWM)

by converting No. 5 ballast tank to oil fuel. Equipment fitted included Asdic type 129AR (type 138 was added in some), hydrophones type 710B (not in third group), RDF type AW.291MW (in some), D/F type FM.4 or FM.11, and W/T type 55.

It is, perhaps, interesting to reflect that on a paper comparison these submarines were inferior in all respects to nearly all foreign contemporaries, and yet performed sterling war service. Their prime advantage was their small size: which made them very handy underwater, and enabled them to be built quickly. It was the number of them, rapidly placed in service, which proved so decisive. While their individual military capability was small, collectively it was large and well-dispersed, and therefore absorbed a greater proportion of the enemy's A/S potential.

Operationally the class was limited to Home waters and the Mediterranean, where their small size aided their survival; and although slow on the surface, this was offset to a large extent by their short patrols. They usually took only about one day to reach their patrol areas, and a higher surfaced speed was not a high priority on their operating profile. The need for them diminished with the cessation of hostilities in the Mediterranean in 1943, and ceased altogether with the close of the European war in 1945. Thereafter, they were principally employed for A/S training, the original role for which they were designed.

Second & third groups

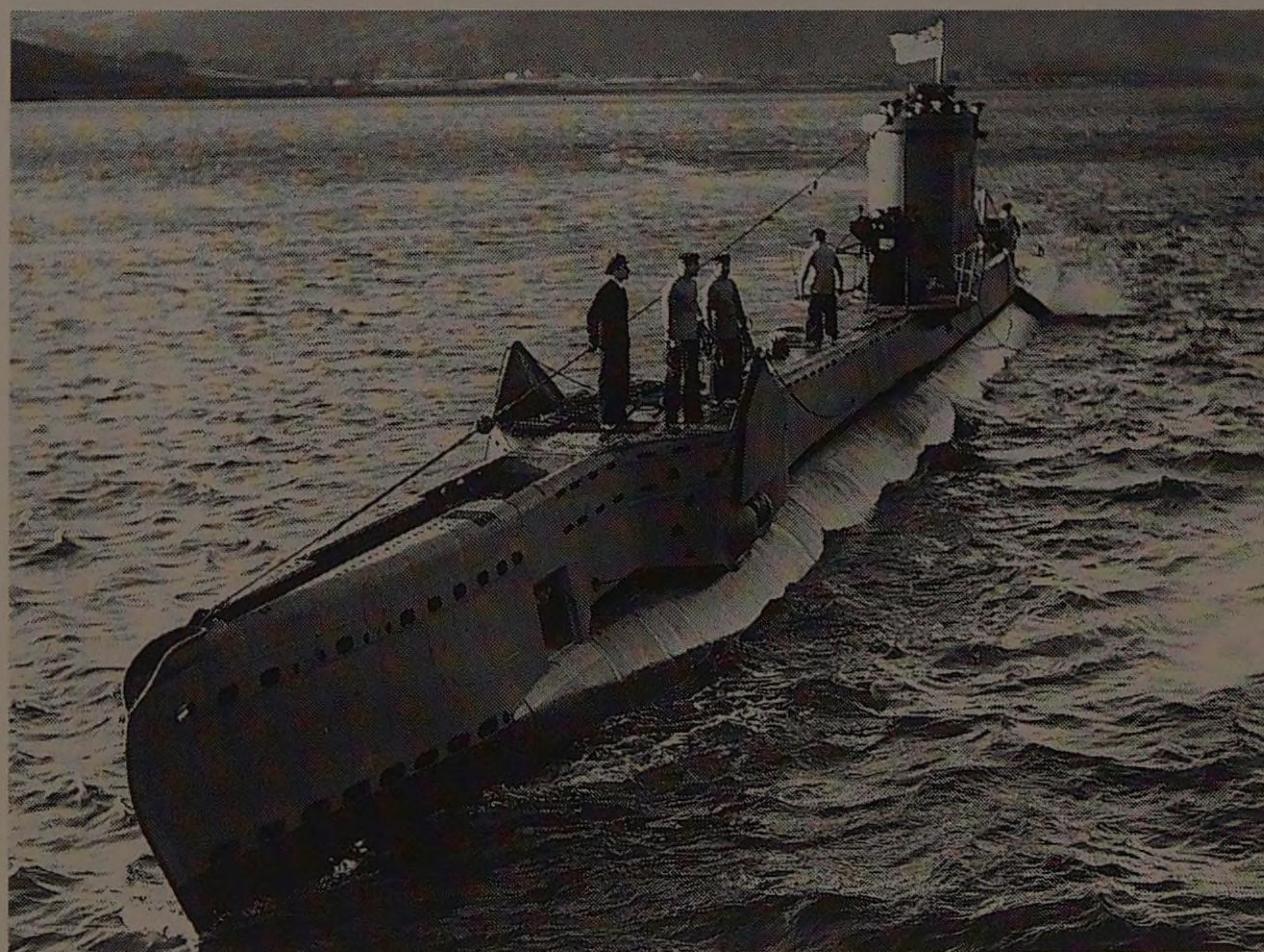
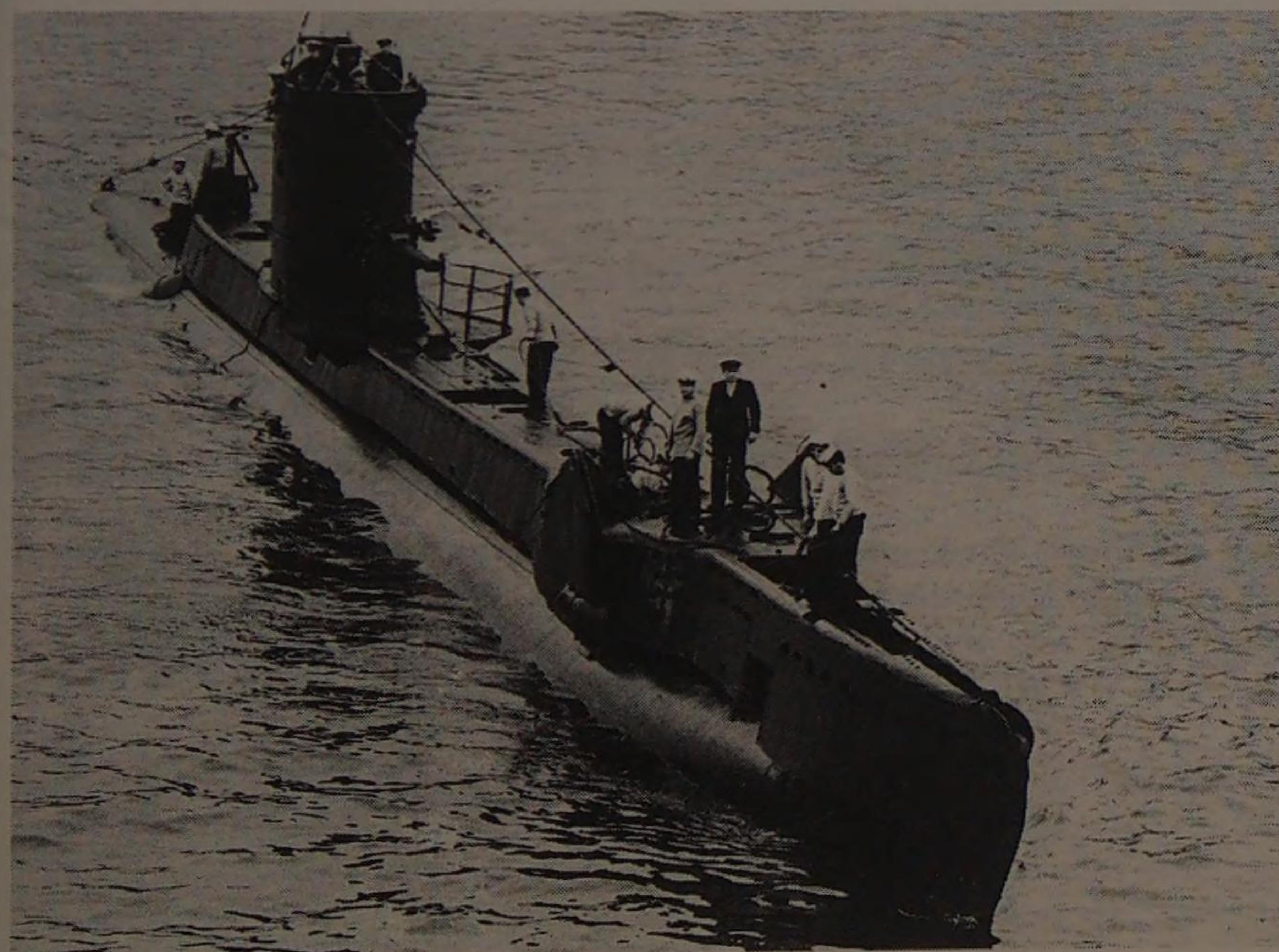
Displacement: 540 tons (581 full load surfaced/730 submerged tons) except second group 545 tons (586 full load surfaced/735 submerged tons).

Dimensions: 180 (pp)/192¼ except third group 196¾ (oa) × 16 × 16¼d/12¾ (14½ full load feet).

Machinery: Two shafts, Paxman-Ricardo 8cyl (bore 9½in × 12in stroke) diesel engines/..... generators/ GEC electric motors BHP/kW/SHP 800/

Right: Like the *Una*, the *Ultimatum* was a later unit of the second group, with no external torpedo tubes forward, but a deck gun in lieu. (IWM)

Below: The *Uproar* (left) and the *P.39* (right). The latter never received a name—either official or unofficial—in a brief career of 19 weeks. (IWM)



Left and below: The Dutch *Dolfijn* (left) and the *Utor* (below) both belonged to the third group. Note the rail guard at the aft end of the conning tower to protect the AW.291 RDF when it was housed. (IWM)



Right: Amidships details of the *Utor* showing arrangement of guard on conning tower and jumper stays fore and aft to clear net obstructions. The periscopes, W/T mast, and AW.291 RDF mast are all housed. (IWM)

600/825 = 12 (surfaced)/9 (submerged) knots.

Bunkers & radius: O.F. 41 tons, 3,800/.....nm @ 10/...k surfaced /2 × 112-cell batteryAHr, 150/20nm @ 2½/8k submerged.

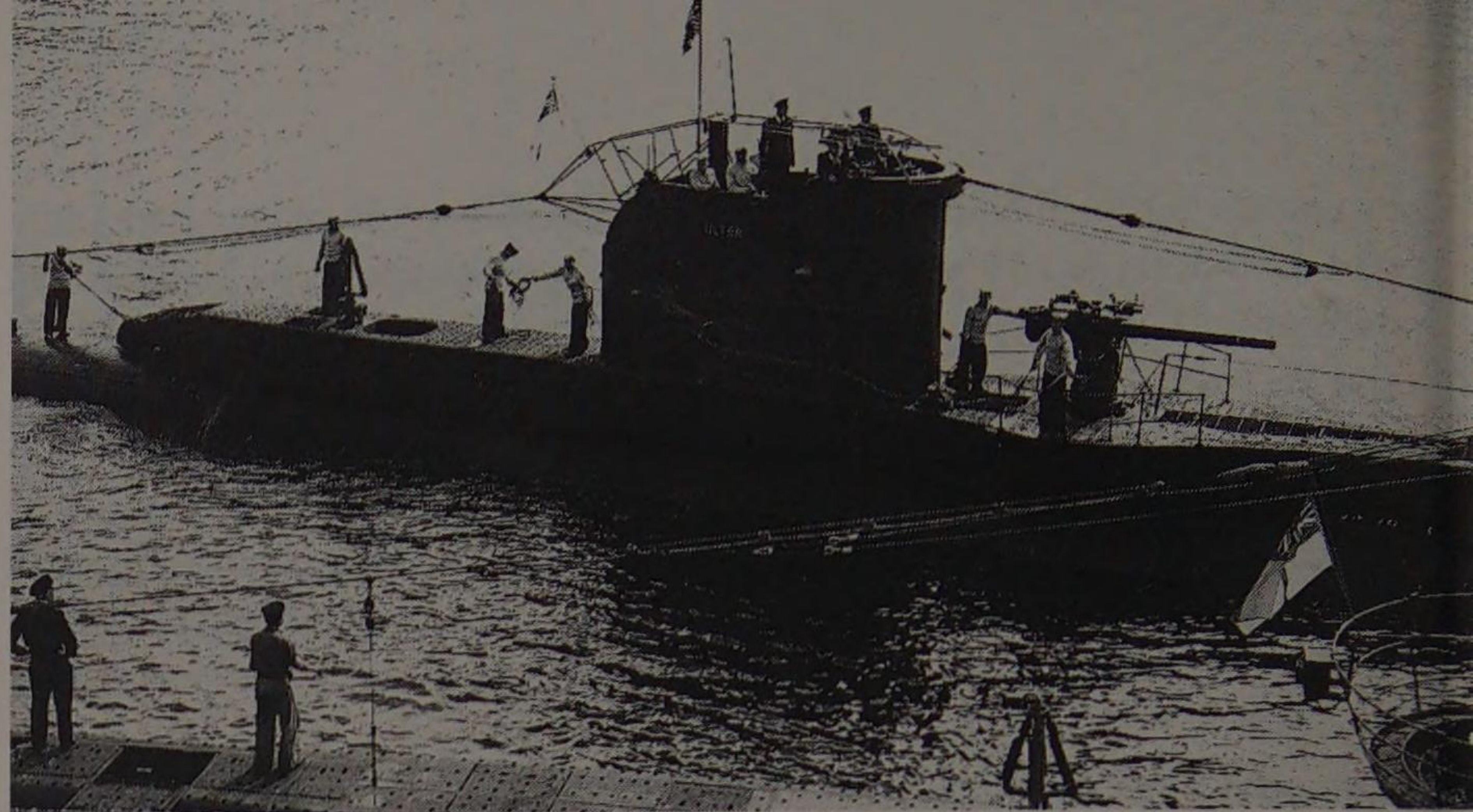
Armament: One 12pdr AA except second group 3in AA, three ·303in AA machine (3×1) guns; four 21in (all fwd—four reloads) T.T.

Complement: 31.

Diving depth: 200 feet.

“V” class: ULEX, UNBRIDLED, UPAS, UPSHOT, URTICA, UTOPIA, VAGABOND, VAMPIRE, VANTAGE, VARIANCE, VARNE, VEHEMENT, VELDT, VENGEFUL, VENOM, VENTURER, VERVE, VETO, VIGOROUS, VIKING, VINEYARD, VIRILE, VIRTUE, VIRULENT, VISIGOTH, VISITANT, VIVID, VOLATILE, VORACIOUS, VORTEX, VOTARY, VOX, VULPINE, and eight unnamed.

This class differed little from the preceding “U” class, but they could dive deeper owing to their part-welded construction. The programme was first cut back after the close of the Mediterranean war, and then abandoned following the end of hostilities in Europe. Consequently, plans to turn over to all-welded construction were never implemented; and 20 of the 42 boats



authorised were cancelled. Compared with the “U” class they had a more raking stem, and were so slightly longer; and the D/F aerial was mounted much farther aft.

Displacement: 545 tons (604 full load surfaced/740 submerged tons).

Dimensions: 180 (pp)/204½ (oa) × 16 × 16¼d/12¾ (14¾ full load) feet.

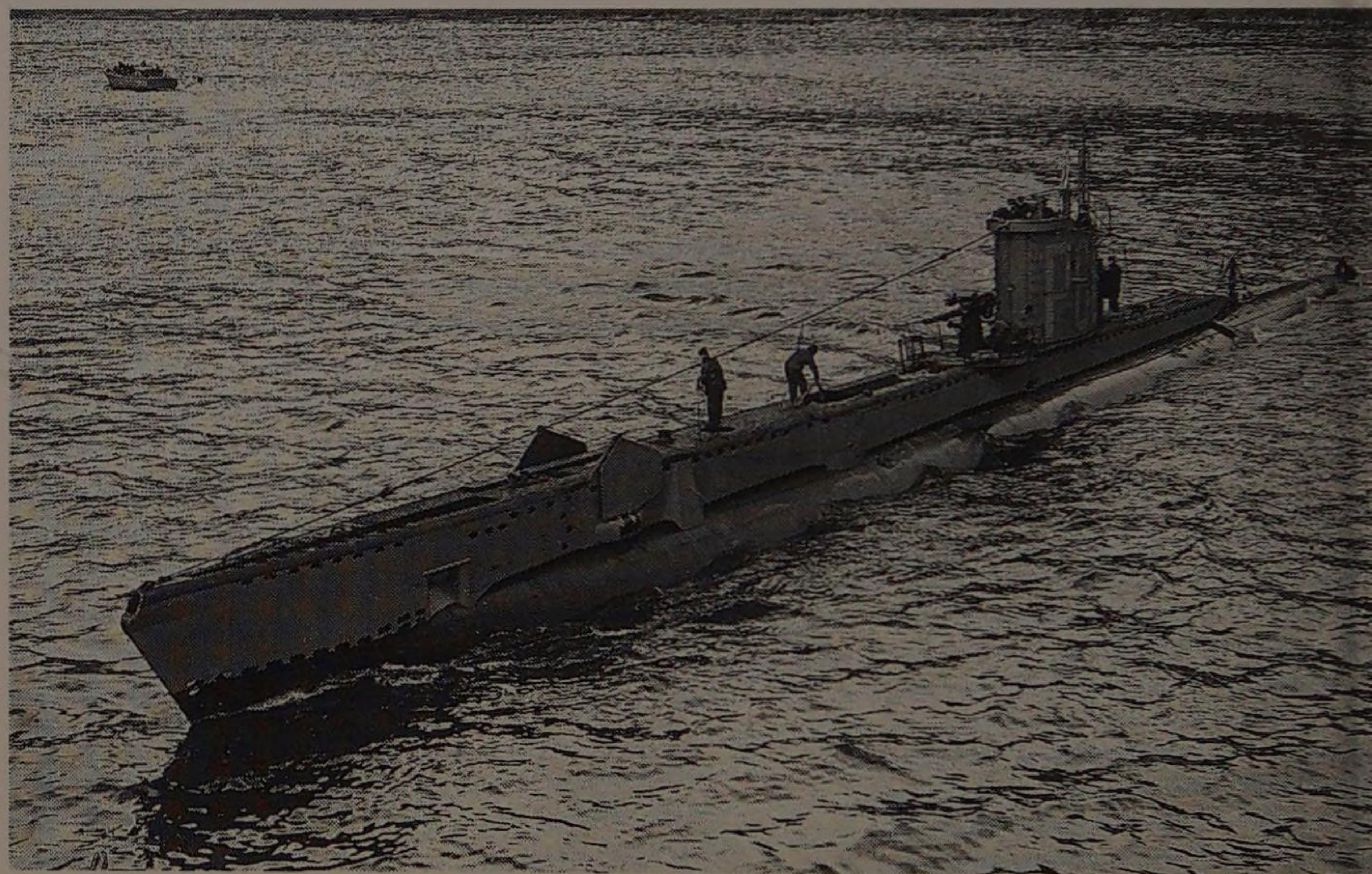
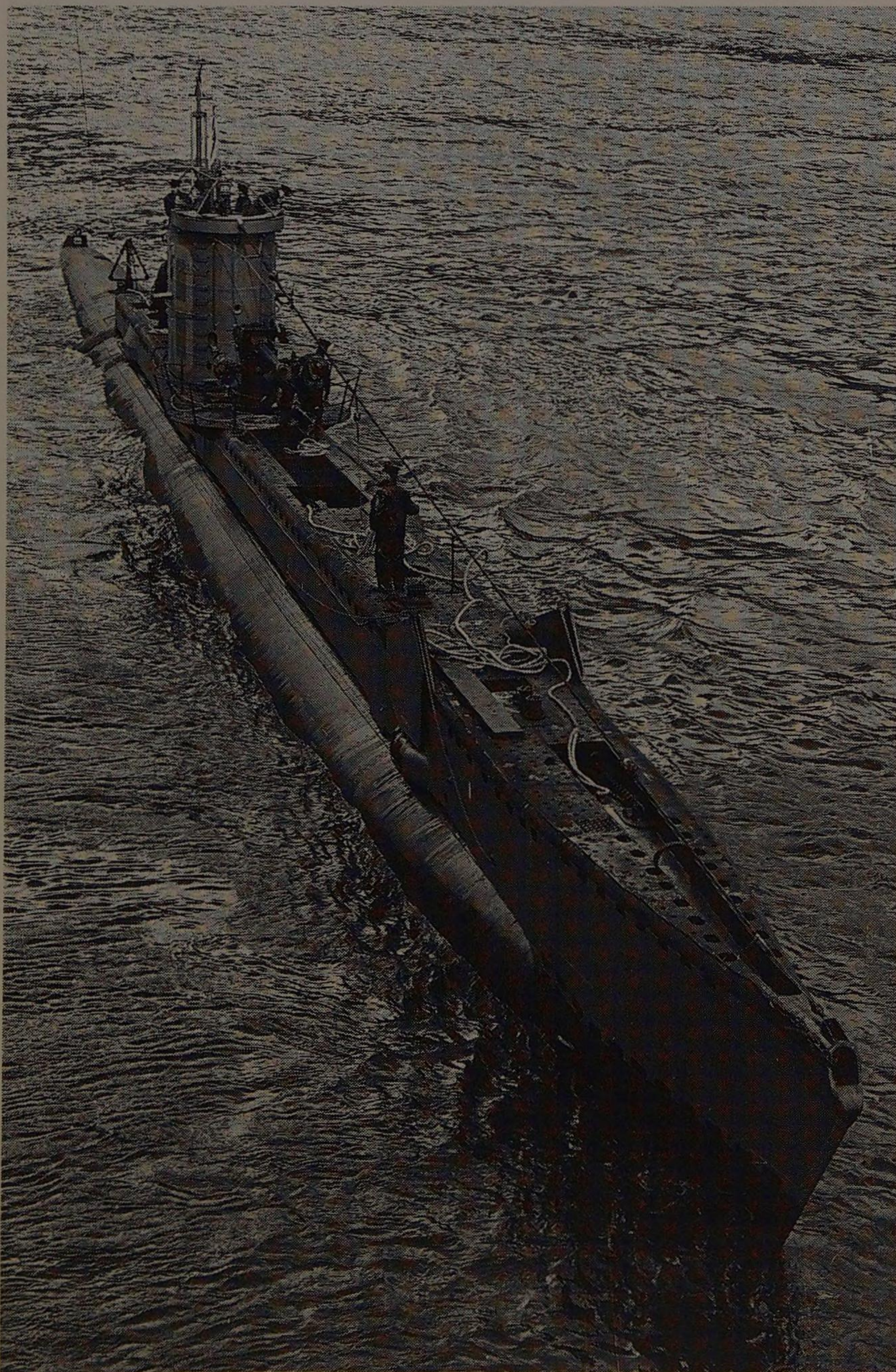
Machinery: Two shafts, Davey Paxman 8cyl (bore 9½in × 12in stroke) diesel engines/..... generators/GEC electric motors BHP/kW/SHP 800/600/760 = 12¾ (surfaced)/9 (submerged) knots.

Bunkers & radius: O.F. 59 tons, 4,700/.....nm @ 10/...k surfaced /2 × 112-cell batteryAHr, 150/20nm @ 2½/8k submerged.

Armament: One 3in AA, three ·303in AA machine (3×1) guns; four 21in (all fwd—four reloads) T.T.

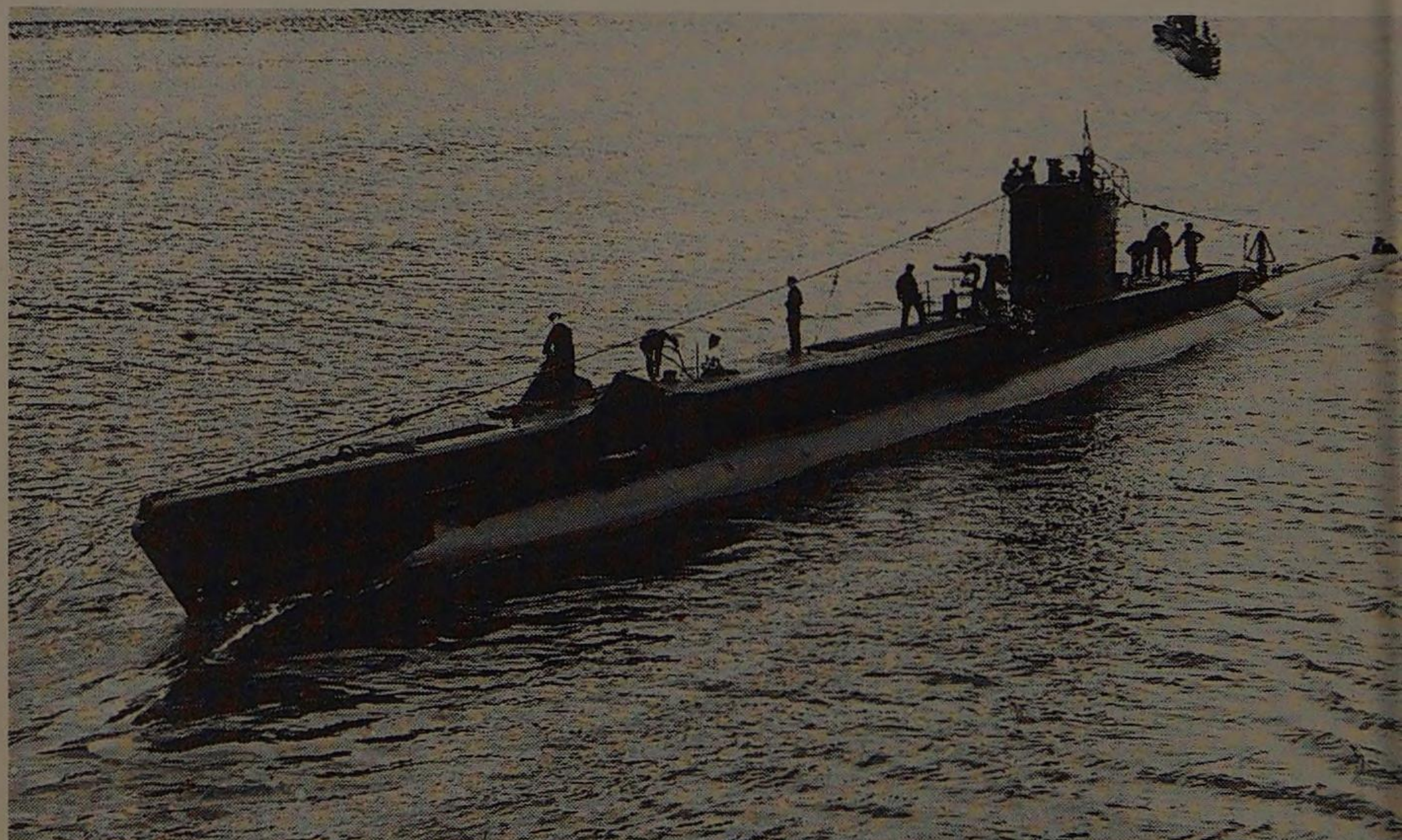
Complement: 37.

Diving depth: 300 feet.



Left and above: The *Venturer* was the lead unit of the “V” class, and the MF/DF aerial was mounted on the pressure hull aft of the casing. (IWM)

Below: The *Virtue* showing the more sharply raked stem compared with the “U” class. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate	
Ordered 5/11/36								
48C	UNDINE	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	19. 2.37	5.10.37	21. 8.38	Depth charged German minesweepers M.1201, M.1204 & M.1207 off Heligoland 7/1/40 & scuttled. Collision mercantile <i>Atle Jarl</i> off Blyth 29/4/40. Soviet Navy B.4 (1944/49); sold Brechin 15/12/49, arrived Granton ../5/50 for scrapping.	
66C	UNITY	-do-	-do-	19. 2.37	16. 2.38	5.10.38		
59C	URSULA	-do-	-do-	19. 2.37	16. 2.38	20.12.38		
Ordered 4/9/39								
82N	UMPIRE	Chatham Dockyard	Admiralty	39	30.12.40	10. 7.41	Unnamed (P.31 – 1939), UMPIRE (1940); rammed in error trawler PETER HENDRIKS off The Wash 19/7/41. Unnamed (P.32 – 1939), UNA (1940); sold E Rees 11/4/49, arrived Llanelli ../6/49 for scrapping.	
87N	UNA	-do-	Paxman-Ricardo (Colchester)	7. 5.40	10. 6.41	27. 9.41		
93N	UNBEATEN	Vickers-Armstrongs (Barrow)	-do-	22.11.39	9. 7.40	10.11.40		
35N	UNDAUNTED	-do-	-do-	2.12.39	20. 8.40	30.12.40	Unnamed (P.33 – 1939), UNBEATEN (1940); bombed in error RAF aircraft Bay of Biscay 11/11/42. Unnamed (P.34 – 1939), UNDAUNTED (1940); lost cause unknown—probably mined—off Tripoli <i>ca</i> 7/5/41. Unnamed (P.35 – 1939), UNION (1940); depth charged RItN torpedo boat CIRCE south-south-west of Pantellaria 20/7/41.	
56N	UNION	-do-	-do-	9.12.39	1.10.40	22. 2.41		
95N	UNIQUE	-do-	-do-	30.10.39	6. 6.40	27. 9.40		
99N	UPHOLDER	-do-	-do-	30.10.39	8. 7.40	31.10.40	Unnamed (P.36 – 1939), UNIQUE (1940); lost unknown cause west of Gibraltar <i>ca</i> 10/10/42. Unnamed (P.37 – 1939), UPHOLDER (1940); depth charged RItN torpedo boat PEGASO north of Tripoli 14/4/42. Unnamed (P.38 – 1939), UPRIGHT (1940); sold West of Scotland Shipbreaking 19/12/45, arrived Troon 8/2/46 for scrapping.	
89N	UPRIGHT	-do-	-do-	6.11.39	21. 4.40	3. 9.40		
97N	URCHIN	-do-	-do-	9.12.39	30. 9.40	28. 1.41		
17N	URGE	-do-	-do-	30.10.39	19. 8.40	12.12.40	Unnamed (P.39 – 1939), URCHIN (1940), Polish Navy SOKOL (1941/46), RN P.97 – 1946); sold Dorkin ../../49, arrived Gateshead ../9/49 for scrapping. Unnamed (P.40 – 1939), URGE (1940); bombed Italian aircraft Eastern Mediterranean 29/4/42. Unnamed (P.41 – 1939), USK (1940); lost—probably mined—off Cape Bon <i>ca</i> 26/4/41.	
65N	USK	-do-	-do-	6.11.39	7. 6.40	11.10.40		
19N	UTMOST	-do-	-do-	2.11.39	20. 4.40	17. 8.40		
Ordered 11/3/40								
P.31	Unnamed	Vickers-Armstrongs (Barrow)	Davey Paxman (Colchester)	30. 4.40	27.11.40	2. 4.41	ULLSWATER (1943), UPROAR (1943); sold T W Ward ../../46, arrived Inverkeithing 13/12/46 for scrapping. Mined off Tripoli 18/8/41. Lost—probably mined—off Tripoli <i>ca</i> 15/8/41.	
P.32	Unnamed	-do-	-do-	30. 4.40	15.12.40	3. 5.41		
P.33	Unnamed	-do-	-do-	18. 6.40	28. 1.41	30. 5.41		
P.34	Unnamed	-do-	-do-	19. 6.40	11. 2.41	29. 7.41	ULTIMATUM (1943); sold Smith & Houston 23/12/49, arrived Port Glasgow ../2/50 for scrapping. UMBRA (1943); sold Hughes Bolckow 9/7/46, arrived Blyth ../../46 for scrapping. Bombed German aircraft Sliema 1/4/42, salved 8/7/58 & scuttled off Malta 22/8/58.	
P.35	Unnamed	-do-	-do-	19. 7.40	15. 3.41	2. 9.41		
P.36	Unnamed	-do-	-do-	26. 7.40	28. 4.41	24. 9.41		
P.37	Unnamed	-do-	-do-	30. 8.40	12. 5.41	5.11.41	UNBENDING (1943); sold C W Dorkin ../../50, arrived Gateshead ../5/50 for scrapping. Depth charged RItN torpedo boat CIRCE north-west of Ras Misurata 23/2/42. Bombed German aircraft Valletta 26/3/42 & written-off as constructive total loss, salved & bombed Kalkara Creek ../6/43; scrapped ../54.	
P.38	Unnamed	-do-	-do-	2. 9.40	9. 7.41	17.10.41		
P.39	Unnamed	-do-	-do-	14.10.40	23. 8.41	16.11.41		
P.41	Unnamed	-do-	-do-	15.10.40	24. 8.41	12.12.41	RNN (1941), UREDD (1943); mined south-west of Bodø 10/2/43. UNBROKEN (1943), Soviet Navy B.2 (1944/49); sold J J King ../../50, arrived Gateshead 9/5/50 for scrapping. UNISON (1943), Soviet Navy B.3 (1944/49); sold Stockton Shipping & Salvage ../../50, arrived Thornaby 19/5/50 for scrapping.	
Ordered 23/8/40								
P.42	Unnamed	Vickers-Armstrongs (Barrow)	Davey Paxman (Colchester)	30.12.40	4.11.41	29. 1.42		
P.43	Unnamed	-do-	-do-	30.12.40	5.11.41	19. 2.42	UNITED (1943); sold West of Scotland Shipbreaking ../../46, arrived Troon 8/2/46 for scrapping. UNRIVALLED (1943); sold T W Ward ../../45, arrived Briton Ferry 22/1/46 for scrapping. UNRUFFLED (1943); sold West of Scotland Shipbreaking ../../45, arrived Troon 22/1/46 for scrapping.	
P.44	Unnamed	-do-	-do-	25. 2.41	18.12.41	2. 4.42		
P.45	Unnamed	-do-	-do-	12. 5.41	16. 2.42	3. 5.42		
P.46	Unnamed	-do-	-do-	25. 2.41	19.12.41	9. 4.42	RNethN (1942), DOLFIJN (i) (1943); sold Dutch shipbreaker ../../52, arrived Krimpen a/d Ijssel ../5/52 for scrapping.	
P.47	Unnamed	-do-	-do-	19.11.41	27. 7.42	8.10.42		

P.48	Unnamed	-do-	-do-	2. 8.41	15. 4.42	18. 6.42	Depth charged RItN corvette ARDENTE 16nm north-west Zembra Island 25/12/42.
P.49	Unnamed	-do-	-do-	19.11.41	28. 7.42	3.11.42	UNRULY (1943); sold T W Ward .././46, arrived Inverkeithing 2/2/46 for scrapping.
P.51	Unnamed	-do-	-do-	30. 7.41	16. 4.42	2. 7.42	UNSEEN (1943); sold T W Ward .././49, arrived Hayle 11/5/49 for scrapping.
P.52	Unnamed	-do-	-do-	30.12.41	11.10.42	16.12.42	Polish Navy (1942), DZIK (1943/46), RDN U.1 (1946/47), SPRINGEREN (1948/57); sold Metal Industries .././58, arrived Faslane ../4/58 for scrapping.
P.53	Unnamed	-do-	-do-	30.12.41	12.10.42	31.12.42	ULTOR (1943); sold T W Ward .././46, arrived Briton Ferry 22/1/46 for scrapping.
P.54	Unnamed	-do-	-do-	12. 6.41	17. 2.42	21. 5.42	UNSHAKEN (1943); sold West of Scotland Shipbreaking .././46, arrived Troon ../3/46 for scrapping.
Ordered 12/7/41							
P.55	Unnamed	Vickers-Armstrongs (Walker)	Davey Paxman (Colchester)	11. 8.41	28. 7.42	29.11.42	UNSPARING (1943); sold T W Ward .././46, arrived Inverkeithing 14/2/46 for scrapping.
P.56	Unnamed	-do-	-do-	18. 9.41	24. 9.42	2. 2.43	USURPER (1943); depth charged German A/S vessel Uj.2208 Gulf of Genoa ca11/10/43.
P.57	Unnamed	-do-	-do-	5. 9.41	10.11.42	8. 3.43	UNIVERSAL (1943); sold T W Ward .././46, arrived Milford Haven ../6/46 for scrapping.
P.58	Unnamed	-do-	-do-	9.10.41	8.12.42	14. 4.43	UNTAMED (1943), diving accident off Campbeltown 30/5/43, salvaged 5/7/43 & VITALITY (1943); sold West of Scotland Shipbreaking .././46, arrived Troon ../3/46 for scrapping.
P.59	Unnamed	-do-	-do-	23.12.41	20. 1.43	9. 6.43	UNTIRING (1943), RHN XIFIAS (1945/52); expended as A/S target off Start Point 25/7/57.
P.61	Unnamed	-do-	-do-	23.12.41	4. 4.43	10. 7.43	VARANGIAN (1943); sold J J King ../6/49, arrived Gateshead .././49 for scrapping.
P.62	Unnamed	-do-	-do-	31. 1.42	6. 4.43	15. 8.43	UTHER (1943); sold T W Ward .././50, arrived Hayle 20/2/50 for scrapping.
P.63	Unnamed	-do-	-do-	17. 2.42	19. 7.43	3.10.43	UNSWERVING (1943); sold J Cashmore .././49, arrived Newport 12/7/49 for scrapping.
P.64	Unnamed	Vickers Armstrongs (Barrow)	Davey Paxman (Colchester)	17. 3.42	23.11.42	20. 2.43	VANDAL (1943); wrecked Kilbrennan Sound 24/2/43.
P.65	Unnamed	-do-	-do-	17. 3.42	24.11.42	3. 4.43	UPSTART (1943), RHN AMFITRITI (1945/52); expended as A/S target off Isle of Wight 29/7/57.
P.66	Unnamed	-do-	-do-	29. 4.42	22. 1.43	3. 4.43	VARNE (i) (1943), RNN ULA (1943); sold H Eckhardt ../12/65, arrived Hamburg .././66 for scrapping.
P.67	Unnamed	-do-	-do-	29. 4.42	23. 1.43	2. 5.43	VOX (i), French Navy CURIE (1943/46), RN (P.67 - 1946); sold T W Ward .././49, arrived Milford Haven 2/5/49 for scrapping.
Ordered 5/12/41							
P.68	Unnamed	Vickers-Armstrongs (Barrow)	Davey Paxman (Colchester)	25. 8.42	4. 5.43	19. 8.43	VENTURER (1943), RNN UTSTEIN (1946); sold
P.69	Unnamed	-do-	-do-	3. 9.42	5. 5.43	30. 8.43	VIKING (1943), RNN UTVAER (1946); sold
P.71	Unnamed	-do-	-do-	2.11.42	19. 7.43	1.11.43	VELDT (1943), RHN PIPINOS (1943/57); sold Clayton & Davie .././58, arrived Dunston 23/2/58 for scrapping.
P.72	Unnamed	-do-	-do-	9.11.42	20. 7.43	13.11.43	VAMPIRE (1943); sold J J King .././50, arrived Gateshead 5/3/50 for scrapping.
P.73	Unnamed	-do-	-do-	19.12.42	28. 9.43	30.12.43	VOX (ii) (1943); sold Indian shipbreaker .././46, arrived Cochin 19/5/46 for scrapping
P.74	Unnamed	-do-	-do-	14.12.42	15.10.43	13. 1.44	VIGOROUS (1943); sold Stockton Shipping & Salvage 23/12/49, arrived Thornaby .././50 for scrapping.
P.75	VIRTUE	-do-	-do-	17. 2.43	29.11.43	29. 2.44	Sold Indian shipbreaker .././46, arrived Cochin 19/5/46 for scrapping.
P.76	VISIGOTH	-do-	-do-	15. 2.43	30.11.43	9. 3.44	Sold T W Ward .././50, arrived Hayle 20/2/50 for scrapping.
Ordered 21/5/42							
P.77	VIVID	Vickers-Armstrongs (Walker)	Davey Paxman (Colchester)	27.10.42	15. 9.43	19. 1.44	Sold Shipbreaking Industries .././50, arrived Faslane ../10/50 for scrapping.
P.78	VORACIOUS	-do-	-do-	27.10.42	11.11.43	13. 4.44	Sold Indian shipbreaker .././46, arrived Cochin 19/5/46 for scrapping.
P.79	VULPINE	-do-	-do-	18.11.42	28.12.43	2. 6.44	RDN U.2 (1947), STOREN (1947/58); sold Shipbreaking Industries .././59, arrived Faslane 29/4/59 for scrapping.
P.81	VARNE (ii)	-do-	-do-	18.11.42	24. 2.44	30. 7.44	Sold West of Scotland Shipbreaking .././58, arrived Troon ../9/58 for scrapping.
P.82	UPSHOT	Vickers-Armstrongs (Barrow)	-do-	3. 5.43	24. 3.44	15. 5.44	Sold T W Ward .././48, arrived Preston 27/11/48 for scrapping.
P.83	URTICA	-do-	-do-	27. 4.43	23. 3.44	20. 6.44	Sold T W Ward .././50, arrived Milford Haven ../3/50 for scrapping.
P.84	VINEYARD	-do-	-do-	21. 5.43	8. 5.44	1. 8.44	French Navy DORIS (1944/47); sold Metal Industries .././50, arrived Charlestown ../6/50 for scrapping.

P.85	VARIANCE	-do-	-do-	21. 5.43	22. 5.44	24. 8.44	RNN UTSIRA (1944); sold H Eckhardt .././65, arrived Hamburg ../12/65 for scrapping.
P.86	VENGEFUL	-do-	-do-	30. 7.43	20. 7.44	16.10.44	RHN DELFIN (1945/57); sold J J King .././58, arrived Gateshead 22/3/58 for scrapping.
P.87	VORTEX	-do-	-do-	13. 8.43	19. 8.44	1.12.44	French Navy MORSE (1944/47), RDN U.3 (1947), SAELEN (1947/58); sold Metal Industries .././59, arrived Faslane 7/8/58 for scrapping.
P.88	VETO	-do-	.....	28.10.43	.....	.....	Cancelled ../2/44 & scrapped on slip.
P.89	VIRILE	-do-	.....	2.11.43	.....	.....	Cancelled ../2/44 & scrapped on slip.
P.91	VISITANT	-do-	.....	.....	.....	.....	Cancelled ../2/44.
P.92	UPAS	-do-	.....	10. 8.43	.....	.....	Cancelled ../2/44 & scrapped on slip.
P.93	ULEX	-do-	.....	.....	.....	.....	Cancelled ../2/44.
P.94	UTOPIA	-do-	.....	.....	.....	.....	Cancelled ../2/44.
Ordered 17/11/42							
P.95	VIRULENT	Vickers-Armstrong (Walker)	Davey Paxman (Colchester)	30. 3.43	23. 5.44	1.10.44	RHN ARGONAUTIS (1946/58); broke tow & wrecked off north coast of Spain ../11/58 en route shipbreakers, salvaged & scrapped Pasajes ../4/61.
P.96	VOLATILE	-do-	-do-	30. 3.43	20. 6.44	4.11.44	RHN TRIAINA (1946/58); sold Clayton & Davie .././59, arrived Dunston 23/12/58 for scrapping.
P.18	VAGABOND	-do-	-do-	23. 4.43	19. 9.44	27. 2.45	Sold J Cashmore .././49, arrived Newport 26/1/50 for scrapping.
P.29	VOTARY	-do-	-do-	21. 4.43	21. 8.44	13.12.44	RNN UTHAUG (1946); sold
P....	VANTAGE	-do-	.....	.....	.....	.....	Cancelled ../2/44.
P.25	VEHEMENT	-do-	.....	.....	.....	.....	Cancelled ../2/44.
P.27	VENOM	-do-	.....	.....	.....	.....	Cancelled ../2/44.
P.28	VERVE	-do-	.....	15. 5.43	.....	.....	Cancelled ../2/44 & scrapped on slip.
Ordered 7/4/43							
P.11	UNBRIDLED	Vickers-Armstrongs (Walker)	.....	.....	.....	.....	Cancelled ../2/44.
P.16	UPWARD	-do-	.....	.....	.....	.....	Cancelled ../2/44.

“A” class: *ABELARD, *ACASTA, *ACE, *ACHATES, ACHERON, ADEPT, ADMIRABLE, ADVERSARY, AENEAS, AFFRAY, AGATE, AGGRESSOR, AGILE, ALADDIN, ALARM, ALCESTIS, ALCIDE, ALDERNEY, ALLIANCE, AMBUSH, AMPHION, ANCHORITE, ANDREW, ANDROMACHE, ANSWER, ANTAEUS, ANTAGONIST, ANZAC, APHRODITE, APPROACH, ARCADIAN, ARDENT, ARGOSY, ARTEMIS, ARTFUL, ASGARD, ASPERITY, ASSURANCE, ASTARTE, ASTUTE, ATLANTIS, AURIGA, AUROCHS, AUSTERE, AWAKE, AZTEC.

This class was introduced to make optimum use of all-welded construction to speed building times, to incorporate into the original design the many modifications and additions brought about by war service, and with the end of the European war in sight—and the consequent shift of operations to the Far East—to secure a higher surfaced speed and radius of action. When all participating yards were suitably equipped there was a smooth transition from the construction of the “T” class to the “A” class.

Basically, therefore, the “A” class was an improved “T” design; but with the torpedo tubes arranged six forward (four internal and two external) and four aft (two internal and two external), and an interesting feature was that the AW.RDF could be operated while the hull was still submerged. To im-

prove habitability a special air-conditioning compartment was introduced into which air was drawn from the whole pressure hull, and was re-circulated after it had been reduced in temperature and humidity, and—if required—adjusted as to carbon dioxide and oxygen content.

Owing to a supply shortage of diesel engines, at least four units—probably more—would have been fitted with 6cyl diesel engines, with a resulting slight loss of surfaced speed; and the bunker capacity could be increased by 54 tons by utilising ballast tanks.

Displacement: 1,120 tons (1,285 full load surfaced/1,620 submerged tons).

Dimensions: 249¼ (pp)/281¾ (oa) × 22¼ × 16d/15 (17 full load) feet.

Machinery: Two shafts, Admiralty 8cyl except * 6cyl (bore 17½in × 18in stroke) supercharged diesel engines BHP 4,320 = 18½ except * BHP 3,240 = 17½ knots surfaced + English Electric electric motors SHP 1,250 = 8 knots submerged.

Bunkers & radius: Oil fuel 165 tons, 10,500/.....nm @ 11/...k surfaced/2 × ...-cell batteryAhr, 90/...nm @ 3/...k submerged.

Armament: One 4in, one 20mm AA, three .303in AA machine (3×1) guns; ten 21in (six fwd & four aft—ten reloads) T.T.

Complement: 61

Diving depth: 500 feet.

Below: The *Andrew* was not completed until after the war. The *Amphion* and *Astute* were so completed, but neither were operationally employed. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 7/4/43							
P.439	ANCHORITE (i)	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	14.11.43	31. 8.44	27. 3.45	AMPHION (ii) (1944); sold T W Ward 24/6/71, arrived Inverkeithing 6/7/71 for scrapping.
P.447	ASTUTE	-do-	-do-	4. 4.44	30. 1.45	30. 6.45	Sold Clayton & Davie 2/9/70, arrived Dunston 1/10/70 for scrapping.
P.419	AURIGA	-do-	-do-	7. 6.44	29. 3.45	12. 1.46	Sold J Cashmore 14/11/74, arrived Newport .././74 for scrapping.
P.426	AUROCHS	-do-	-do-	21. 6.44	28. 7.45	7. 2.47	Sold West of Scotland Shipbreaking .././67, arrived Troon 7/2/67 for scrapping.
P.427	AENEAS	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	28. 4.44	25.10.45	31. 7.46	Sold Clayton & Davie 14/11/74, arrived Dunston 13/12/74 for scrapping.
P.421	AFFRAY	-do-	-do-	16. 1.44	12. 4.45	2. 5.46	Foundered 30 miles north of Guernsey 16/4/51.
P.441	ALARIC	-do-	-do-	31. 5.44	18. 2.46	11.12.46	Sold T W Ward 24/6/71, arrived Inverkeithing 6/7/71 for scrapping.
P.448	AGATE	-do-	.....	.....	.....	.....	Cancelled .././45.
P.446	AGGRESSOR	-do-	.....	.....	.....	.....	Cancelled .././45.
P.443	AGILE	-do-	.....	.....	.....	.....	Cancelled .././45.
P.454	ALADDIN	-do-	.....	.....	.....	.....	Cancelled .././45.
P.453	ALCESTIS	-do-	.....	.....	.....	.....	Cancelled .././45.
P.415	ALCIDE	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	2. 1.45	12. 4.45	18.10.46	Sold Draper 18/6/74, arrived Hull .././74 for scrapping.
P.416	ALDERNEY	-do-	-do-	6. 2.45	25. 6.45	10.12.46	Sold Shipbreaking (Queenborough) 6/6/72, arrived Cairnryan ../8/72 for scrapping.
P.417	ALLIANCE	-do-	-do-	13. 3.45	28. 7.45	14. 5.47	Hulked as museum ship (1978).
P.418	AMBUSH	-do-	-do-	17. 5.45	24. 9.45	22. 7.47	Sold T W Ward 24/6/71, arrived Inverkeithing 5/7/71 for scrapping.
P.422	AMPHION (i)	-do-	-do-	19. 7.45	22. 1.46	18.11.47	ANCHORITE (ii) (1945); sold West of Scotland Shipbreaking 28/7/70, arrived Troon 24/8/70 for scrapping.
P.423	ANDREW	-do-	-do-	13. 8.45	6. 4.46	16. 3.48	Sold Davies & Cam .././77, arrived Plymouth 4/5/77 for scrapping.
P.424	ANDROMACHE	-do-	.....	.....	.....	.....	Cancelled .././45.
P.425	ANSWER	-do-	.....	.....	.....	.....	Cancelled .././45.
P.429	ANTAEUS	-do-	.....	.....	.....	.....	Cancelled .././45.
P.428	ANTAGONIST	-do-	.....	.....	.....	.....	Cancelled .././45.
P.431	ANZAC (i)	-do-	.....	.....	.....	.....	Cancelled .././45.
P.432	APHRODITE	-do-	.....	.....	.....	.....	Cancelled .././45.
P.435	APPROACH	-do-	.....	.....	.....	.....	Cancelled .././45.
P.436	ARCADIAN	-do-	.....	.....	.....	.....	Cancelled .././45.
P.437	ARDENT (ii)	-do-	.....	.....	.....	.....	Cancelled .././45.
P.438	ARGOSY	-do-	.....	.....	.....	.....	Cancelled .././45.
P.442	ATLANTIS	-do-	.....	.....	.....	.....	Cancelled .././45.
P.449	ARTEMIS	Scotts (Greenock)	Brotherhood (Peterborough)	28. 2.44	26. 8.46	15. 8.47	Foundered Gosport 1/7/71 & salvaged 6/7/71; sold H G Pounds 12/12/71, arrived Portsmouth .././71 for scrapping.
P.456	ARTFUL	-do-	-do-	8. 6.44	22. 5.47	2. 2.48	Sold Shipbreaking (Queenborough) 16/6/72, arrived Cairnryan .././72 for scrapping.
P.458	ASGARD	-do-	.....	.....	.....	.....	Cancelled .././45.
P.462	ASSURANCE	-do-	.....	.....	.....	.....	Cancelled .././45.
P.461	ASTARTE	-do-	.....	.....	.....	.....	Cancelled .././45.
Ordered 4/5/43							
P.414	ACE	Devonport Dockyard	J Brown (Clydebank)	3.12.43	14. 3.45	.....	Cancelled .././45; sold incomplete Smith & Houston .././50, arrived Port Glasgow ../6/50 for scrapping.
P.433	ACHATES (ii)	-do-	-do-	8. 3.44	20. 9.45	.....	Cancelled .././45; expended incomplete as target off Gibraltar ../6/50.
Ordered 17/5/43							
P.451	ABELARD	Portsmouth Dockyard	J Brown (Clydebank)	.....	.....	.....	Cancelled .././45.
P.452	ACASTA (ii)	-do-	-do-	.....	.....	.....	Cancelled .././45.
Ordered 28/5/43							
P.411	ACHERON (ii)	Chatham Dockyard	Chatham Dockyard	26. 8.44	25. 3.47	17. 4.48	Sold J Cashmore 25/1/72, arrived Newport 15/2/72 for scrapping.
P.412	ADEPT	-do-	.....	.....	.....	.....	Cancelled .././45.
Ordered 30/7/43							
P.443	ADMIRABLE	Vickers-Armstrongs (Walker)	.....	.....	.....	.....	Cancelled .././45.
P.444	ASPERITY	-do-	.....	.....	.....	.....	Cancelled .././45.
P.445	AUSTERE	-do-	.....	.....	.....	.....	Cancelled .././45.

P.459	AWAKE	-do-	.....	.....	.....	.....	Cancelled .././45.
P.455	AZTEC	-do-	.....	.....	.....	.....	Cancelled .././45.
Ordered 20/11/43							
P.457	ADVERSARY	Vickers-Armstrongs (Walker)	.....	.....	.....	.....	Cancelled .././45.

Ex-Turkish: Four unnamed (P.611/612, P.614/615).

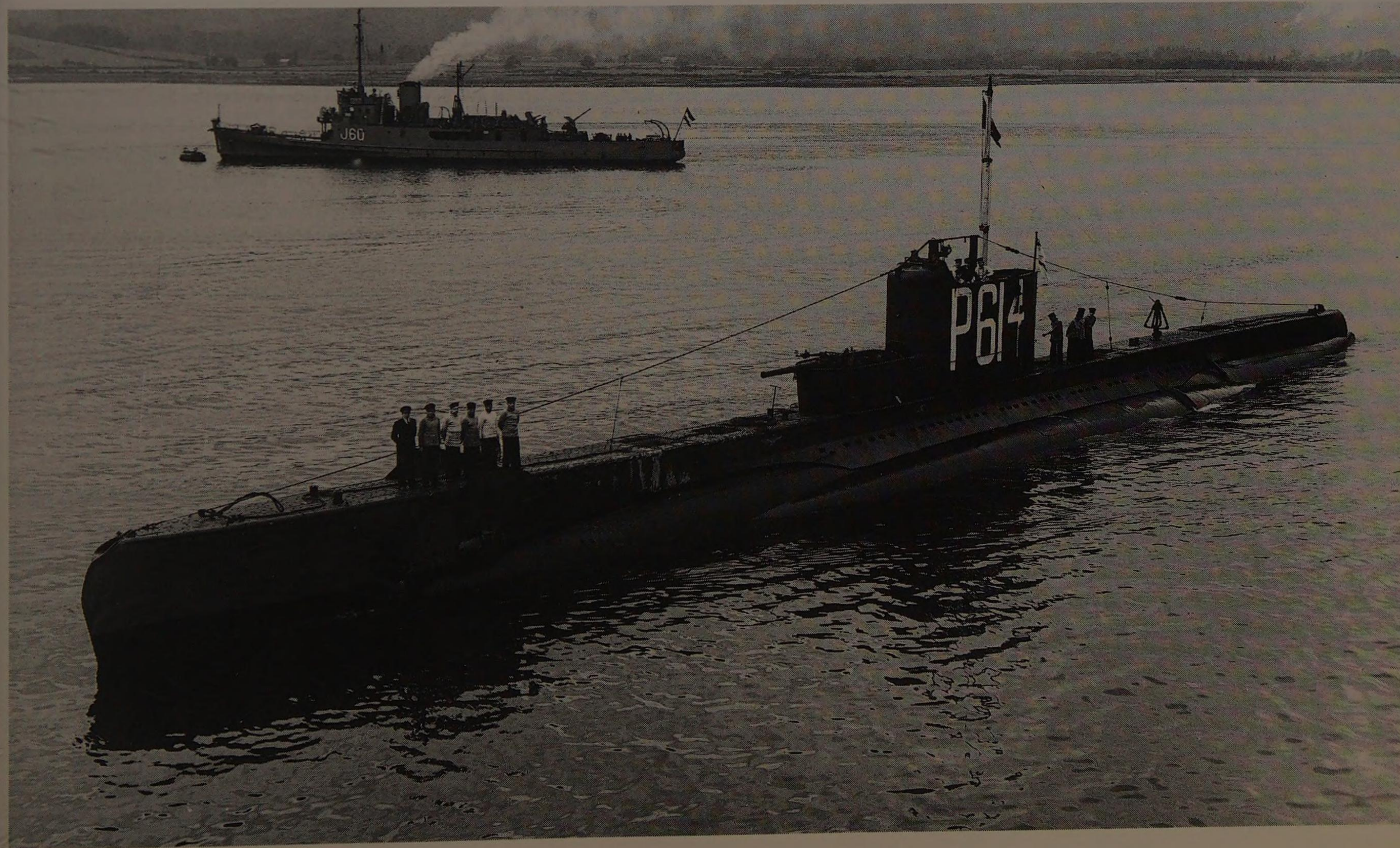
In the inter-war years foreign orders for submarines had been at a low level, and the few that had been placed in the U.K. had all been secured by Vickers-Armstrongs. In 1930 three units generally similar to the “O” class had been completed for the Chilean Navy; and were followed by two units for the Portuguese Navy (813/1,105 tons) in 1935, and two submarine minelayers for the Estonian Navy (620/820 tons) in 1937.

At the outbreak of the Second World War four boats were building for the Turkish Navy, and were all acquired by the Royal Navy. However, it was decided to retain only two units, and two return the other two to Turkey; but for the delivery passage they were commissioned as HM Ships. These boats were generally similar to the “S” class, but shipped one less torpedo tube, the arrangement being four internal forward and one external aft. As much standard British equipment was fitted in them, there was little difficulty in incorporating them into the Royal Navy.

Displacement: 624 tons (662 full load surfaced/861 submerged tons).
Dimensions: 193 (pp)/201½ (oa) × 22¼ ×d/10½ (11¾ full load) feet.
Machinery: Two shafts, Vickers ...cyl (bore ...in × ...in stroke) diesel engines BHP 1,550 = 13¾ knots surfaced + electric motors SHP 780 = 8½ knots submerged.
Bunkers & radius: O.F. 38 tons, 2,500/.....nm @ 10/...k/2 × ...-cell batteryAHr, .../...nm @ .../...k submerged.
Armament: One 3in AA, one 20mm AA, one 303in AA machine guns; five 21in (four fwd & one aft—four reloads) T.T.
Complement: 35.
Diving depth 330 feet.

Below: The *P.614* was building for the Turkish Navy at the outbreak of war, and was consequently requisitioned by the Royal Navy. Normally, the wartime censor deleted all submarine pendant numbers; and those shown here were of the large pattern generally adopted by submarines. (Vickers-Armstrongs)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Requisitioned ../9/39							
P.611	Unnamed ex- <i>Oruc Reis</i>	Vickers-Armstrongs (Barrow)	.....	24. 5.39	19. 7.40	1.12.41	Turkish Navy ORUC REIS (1942); sold .././57.
P.612	Unnamed ex- <i>Murat Reis</i>	-do-	.....	24. 5.39	20. 7.40	7. 1.42	Turkish Navy MURAT REIS (1942); sold .././57.
P.614	Unnamed ex- <i>Burak Reis</i>	-do-	.....	24. 5.39	19.10.40	10. 3.42	Turkish Navy BURAK REIS (1946); sold .././57.
P.615	Unnamed ex- <i>Uluc Ali Reis</i>	-do-	.....	30.10.39	1.11.40	3. 4.42	Torpedoed German submarine U.123 120nm south of Freetown 18/4/43.



hEx-Enemy Submarines

During the war one German and three Italian submarines were captured and placed in service, not as operational units but for tests and evaluation. Two ex-Italian boats were subsequently transferred to the Royal Hellenic Navy and the French Navy, the other ex-Italian boat was eventually paid-off for disposal; and the ex-German boat was partially dismantled, and wrecked while in tow.

Ex-Italian “Archimede” class: Unnamed (X.2).

Displacement: 880 tons (985 full load surfaced/1,259 submerged tons).
Dimensions: (pp)/231¼ (oa) × 22½ ×d/13½ (.... full load) feet.
Machinery: Two shafts, Tosi ...cyl (bore ...mm × ...mm stroke) diesel engines BHP 3,000 = 17 knots surfaced + Marelli electric motors SHP 1,100 = 7¾ knots submerged.
Bunkers & radius: O.F. 100 tons, 10,500/3,300nm @ 8/16 knots surfaced/... × ...-cell batteryAHr, 105/7nm @ 3/7¾k submerged.
Armament: One 100m, two 13.2mm AA machine (2×1) guns; eight 21in (four fwd & four aft—four reloads) T.T.
Complement: 53.
Diving depth feet.

Ex-Italian “Perla” class: Unnamed (P.712).

Displacement: 620 tons (700 full load surfaced/855 submerged tons).
Dimensions: (pp)/197½ (oa) × 21¼ ×d/.... (15½ full load) feet.
Machinery: Two shafts, FIAT ...cyl (bore ...mm × ...mm stroke) diesel engines BHP 1,400 = 14 knots surfaced + CRDA electric motors SHP 800 = 7½ knots submerged.
Bunkers & radius: O.F. 80 tons, 5,200/2,500nm @ 8/12k surfaced/... × ...-cell batteryAHr, 74/7nm @ 4/7½k submerged.
Armament: One 100mm, two 13.2mm AA machine (2×1) guns; six 31in

(four fwd & two aft—six reloads) T.T.

Complement: 44.

Diving depth feet.

Ex-Italian “Acciaio” class: Unnamed (P.714).

Displacement: 629 tons (710 full load surfaced/870 submerged tons).
Dimensions: (pp)/197½ (oa) × 21¼ ×d/.... (15½ full load) feet.
Machinery: Two shafts, Tosi ...cyl (bore ...mm × ...mm stroke) diesel engines BHP 1,500 = 14¾ knots surfaced + Ansaldo electric motors SHP 800 = 7¾ knots submerged.
Bunkers & radius: O.F. 80 tons, 5,000/2,300nm @ 8½14k surfaced/... × ...-cell batteryAHr, 80/7nm @ 3/7k submerged.
Armament: One 100mm, four 13.2mm AA machine (2×2) guns; four 21in (all fwd—four reloads) T.T.
Complement: 44.
Diving depth: feet.

Ex-German type VIIC: GRAPH.

Displacement: 769 tons (883 full load surfaced/871 submerged tons).
Dimensions: 165¾ (pp)/218¼ (oa) × 20¼ × 15½d/13½ (15½ full load) feet.
Machinery: Two shafts, Germania 6cyl (bore ...mm × ...mm stroke) diesel engines BHP 2,800 = 17 knots surfaced + Brown Boveri electric motors SHP 750 = 7½ knots submerged.
Bunkers & radius: O.F. 114 tons, 8,500/3,250nm 10/17k surfaced/... × ...-cell batteryAHr,130/80nm @ 2/4k submerged.
Armament: One 88mm, one 37mm AA, two 20mm AA (2×1) guns; five 21 (four fwd & one aft—nine reloads) T.T.
Complement: 44.
Diving depth: 500 feet.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Captured 19/6/40							
P.711	X.2 <i>ex-Galileo Galilei</i>	Tosi	.....	.....	19. 3.34	.....	Scrapped .././46.
Captured 28/8/41							
N.46	GRAPH <i>ex-U.570</i>	Blohm & Voss (Hamburg)	.....	.....	.....41	.....	Wrecked west coast of Islay 20/3/44.
Captured 9/7/42							
P.712	Unnamed <i>ex-Perla</i>	Cantiere Riuniti dell Adriatico	.....	.....	1. 5.36	.....	RHN MATROZOS (1943); scrapped .././54.
Captured 12/7/43							
P.714	Unnamed <i>ex-Bronzo</i>	Tosi	.....	.....	28. 9.41	.....	French NARVAL (1944); scrapped .././...

Midget Submarines

These craft were initially conceived for attacking enemy warships in protected harbours and anchorages: at the time (1940) relatively immune from attack as they were outside the range of land-based aircraft, while carrier-borne aircraft could not carry a bomb heavy enough to cause serious damage. The particular targets in mind were the heavy German warships in Norwegian waters, which constituted a serious threat to Atlantic and Arctic convoys (see *Note 1*).

The midget submarines (X-craft) were towed to the target area, and after being slipped proceeded under their own power. They passed under, or cut through, net defences; and were fitted with side charges—each containing two tons of amatol—which they dropped under the target, and then actuated by a time mechanism.

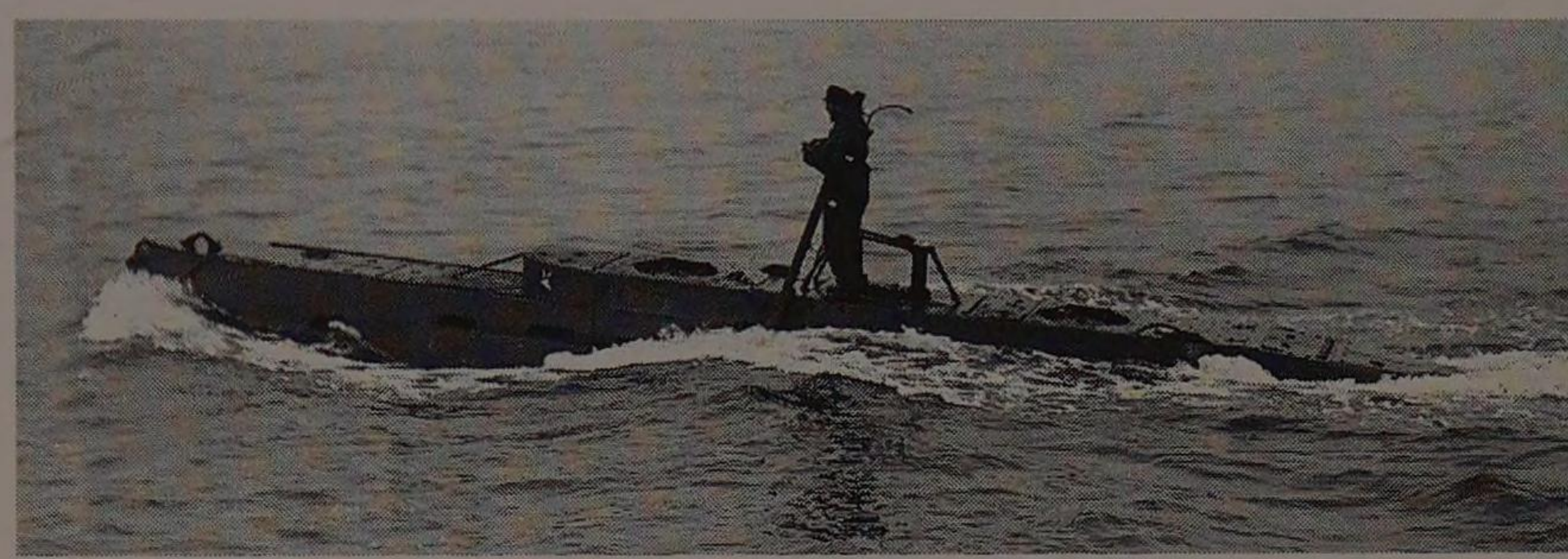
During the trial and training period it was determined that the best towing vessel was another submarine—the “S” and “T” classes were used operationally—with the towed X-craft maintaining a deeper depth. Although the towing submarine invariably proceeded surfaced during the dark hours, the X-craft always remained submerged; only surfacing to ventilate the boat at regular intervals. Other standard practices evolved during working-up was for a passage crew to be embarked while being towed, and then handing over to a fresh operational crew which took passage in the towing submarine; and to add a diver to the crew for clearing net defences, and placing other small

Note 1: They were preceded by manned torpedoes, known as chariots, which had the same object in view; but with their crews exposed they were limited to operations in more temperate waters, and had a much shorter radius of action in the target area.



Left: The Flag Officer Submarines (Admiral Sir Max Horton) aboard the X.3. Note that the induction pipe is on the centreline, and that the amidships position of the periscope does not match this craft's description, which had the control room forward. (IWM)

Above and below: Three unidentified "X-5" class, and note that the induction pipe is on the port side of the casing. (IWM)



charges which were secured to the target's underwater hull by lines attached to magnetic clamps.

The two prototype craft—the X.3 (see *Note 2*) and X.4—were divided into four main compartments: the control room, the diver's lock-out/lock-in compartment, the battery compartment, and the engine room. As the freeboard when surfaced was no more than 1 ft there was a considerable hazard to leaving the hatch open, so a 6 ft air induction tube was fitted to supply air to the craft with the hatch closed; and was subsequently used as a point to which the officer conning the boat could be attached (see *Note 3*). They were powered by a diesel and electric motor driving a single screw, and although only fitted with one set of hydroplanes aft they proved to be extremely manoeuvrable submerged.

Following experience with the prototypes a production series (X.5/10) was put in hand; and while dimensionally similar the internal layout was rearranged so that the battery and the diver's compartments were placed forward, the control room amidships, while the engine room remained aft. This layout was adhered to for all subsequent construction which comprised:—

- (a) The "XT" class which was built for training purposes, and was less elaborately equipped than the operational boats;
- (b) A second series of operational (X.20/25) and training (XT.7/12 and 14/19) boats; and
- (c) A final series of operational boats, the "XE" class, which were air-conditioned for work in the Far East.

Externally, the "XE" class submarines only differed in that the casing was extended forward flush to the bow, and provided much-needed extra stowage space; and they were fitted with three spring-loaded legs—two forward and one aft—so that with a slight positive buoyancy they could come to rest under a target. All the craft built inland by Broadbent, Markham, and Marshall were transported by rail to Barrow; and were then put into the water by crane.

For the European invasion X-craft were first used to take pilotage parties to the assault beaches to measure beach slopes, secure tidal data, note obstructions, etc.; and later acted as navigational beacons for the first flights of

the invasion armada. In the Far East they were also used to cut vital telegraph cables. The requirement for midget submarines was more specific than general; but although they were restricted in the type of operation they could undertake, those they were employed on could not have been carried out by other means at the time.

Prototypes: Two unnamed (X.3, X.4).

27 tons surfaced/30 tons submerged: (pp)/50 (oa) $\times$ 5½ $\times$ 5½d/5½ feet: Gardner ...cyl (bore ...in $\times$...in stroke) diesel engine BHP 42 = 6½ knots surfaced + electric motor SHP 25 = 4½ knots submerged, O.F. 1 ton + 1 $\times$...-cell batteryAhr (...../...nm @ .../...k surfaced/submerged): complement 3.

"X-5" class: Twelve unnamed (X.5/10 & X.20/25).

30 tons surfaced/32¼ tons submerged: (pp)/51¼ (oa) $\times$ 5¾ $\times$ 5¾d/5¾ feet: Gardner ...cyl (bore ...in $\times$...in stroke) diesel engine BHP 42 = 6½ knots surfaced + electric motor SHP 30 = 5½ knots submerged, O.F. 1 ton + 1 $\times$...-cell batteryAhr (1,320/80nm @ 4/2k surfaced/submerged): complement 4.

"XT-1" class: Eighteen unnamed (XT.1/12 & XT.14/19).

27 tons surfaced/30 tons submerged: (pp)/51¼ (oa) $\times$ 5¾ $\times$ 5¾d/5¾ feet: Gardner ...cyl (bore ...in $\times$...in stroke) diesel engine BHP 42 = 6½ knots surfaced + electric motor SHP 30 = 5½ knots submerged, O.F. ½ ton + 1 $\times$...-cell batteryAhr (500/80nm @ 4/2k surfaced/submerged): complement 4.

"XE-1" class: Twelve unnamed (XE.1/12).

30¼ tons surfaced/33½ tons submerged: (pp)/53¼ (oa) $\times$ 5¾ $\times$ 5¾d/5¾ feet: Gardner ...cyl (bore ...in $\times$...in stroke) diesel engine BHP 42 = 6½ knots surfaced + electric motor SHP 30 = 5½ knots submerged, O.F. 1 ton + 1 $\times$...-cell batteryAhr (...../...nm @ .../...k surfaced/submerged): complement 4.

Note 2: The design of the X.3 was actually prepared as a private project, but after it was brought to the attention of Flag Officer Submarines it proceeded with official assistance.

Note 3: During training, while proceeding on the surface, the conning officer in X.4 was washed overboard unknown to the crew below; and this nearly resulted in the loss of the boat.

Name	Builder	Completed	Fate
Ordered 14/7/42			
X.3	Varley Marine (Hamble)	26. 8.42	Scrapped .././45.
X.4	Portsmouth Dockyard	 1.43	Scrapped .././45.
Ordered 14/7/42			
X.5	Vickers-Armstrongs (Barrow)	12.42	Scuttled Altenfjord 22/9/43.
X.6	-do-	 1.43	Scuttled Altenfjord 22/9/43.
X.7	-do-	.....	Scuttled Altenfjord 22/9/43; salvaged .././76 & museum ship.
X.8	-do-	.....	Scuttled North Sea 17/9/43.
X.9	-do-	.....	Foundered in tow North Sea 15/10/43.
X.10	-do-	15. 1.43	Scuttled North Sea 3/10/43.
X.11/19			Numbers not used
Ordered 20/7/42			
X.20	Broadbent (Huddersfield)	44	For sale ../10/45.
X.21	-do-	44	For sale ../10/45.
X.22	Markham (Chesterfield)	44	Collision submarine SYRTIS Pentland Firth 7/2/44.
X.23	-do-	44	For sale ../7/45.
X.24	Marshall (Gainsborough)	44	Hulked Portsmouth (1945)
X.25	-do-	 4.44	For sale ../10/45.
Ordered 8/5/43			
XT.1	Vickers-Armstrongs (Barrow)	43	Scrapped post-1945.
XT.2	-do-	.....	Scrapped post-1945.
XT.3	-do-	.....	Scrapped post-1945.
XT.4	-do-	.....	Scrapped post-1945.
XT.5	-do-	.....	Scrapped post-1945.
XT.6	-do-	 3.44	Scrapped post-1945.
XT.7/12	Broadbent (Huddersfield)		All cancelled ../3/44.
XT.13			Number not used
XT.14/19	-do-	.....	All cancelled ../9/44.
Ordered 13/1/44			
XE.1	Vickers-Armstrongs (Barrow)	44	Scrapped Australia .././45.
XE.2	-do-	.....	Scrapped Australia .././45.
XE.3	-do-	.....	Scrapped Australia .././45.
XE.4	-do-	.....	Scrapped Australia .././45.
XE.5	-do-	.....	Scrapped Australia .././45.
XE.6	-do-	 4.45	Scrapped Australia .././45.
Ordered 24/12/43			
XE.7	Broadbent (Huddersfield)	12.43	Scrapped .././52.
XE.8	-do-	44	Scrapped .././52.
XE.9	Marshall (Gainsborough)	.....	Scrapped .././52.
XE.10	-do-	.....	Cancelled .././45 & scrapped incomplete.
XE.11	Marham (Chesterfield)	.....	Collision boom defence vessel Loch Striven 6/3/45; salvaged & scrapped.
XE.12	-do-	 4.45	Cannibalised for spares (1952).
XE.13			Number not used
Ordered 15/8/44			
XE.14/19		.....	All cancelled .././45.
Machinery contracts: Gardner (.....) diesel engines & (.....) electric motors.			

Sloops

The sloop category was reintroduced during the First World War to counter the twin threats presented by mine and submarine warfare against trade. Up to that time no vessels had been specifically employed for minesweeping and anti-submarine purposes. Although trawlers had been requisitioned in considerable numbers to serve as makeshift minesweepers and patrol vessels—and performed sterling service in those roles—there was an urgent requirement for a more specialised vessel with greater speed and shallower draught. It was to meet these threats that the “Flower” class sloops were introduced, initially to serve as minesweepers, but they proved equally effective for escort as well. Stemming from the “Flower” class further series of sloops were put into production for escort/patrol or minesweeping duties, and by the close of the war they fell into three distinct groups:

- (a) the convoy sloop with a large radius of action for oceanic escort work (“Flower” class);
- (b) the patrol sloop which could make some reduction in radius of action—and so size—for coastal escort work (P and PC boats); and
- (c) the minesweeping sloop for which the prime requirement was shallow draught (“Hunt” class).

These vessels were available in some quantity at the end of the First World War, but numbers were rapidly depleted as a result of the post-war economies that followed.

The sloop, however, had so firmly established itself that its retention was beyond question; and modest replacement programmes were put in hand during the inter-war years. Despite the lessons of the First World War trade protection received scant attention during this period, and the bulk of funds made available for new construction was expended on fleet vessels. The crux of the matter was the limited naval expenditure available, and with every category of vessel clamouring for priority the difficulty experienced by the Admiralty in apportioning its funds is easily appreciated.

From about the time the submarine was first introduced the most effective A/S vessel was considered to be the destroyer as it was the only small, fast vessel available; but as destroyers increased in size—and cost—their numbers diminished accordingly, and during the First World War relatively few destroyers (and usually the oldest) were made available for trade protection. For an island nation like the U.K., absolutely dependent on its seaborne commerce for survival, the protection of its large mercantile marine could only be effectively carried out by equally large numbers of trade protection vessels. The numbers required were sufficiently great to rule out the destroyer on cost alone, if no account is taken of the fact that the sloop had proved a superior A/S vessel to the destroyer.

As Asdics could not be operated at speeds much in excess of 20 knots the high speed of the destroyer was of no practical use during the hunt and attack phase, nor was its armament of LA guns and torpedoes. In comparison the escort sloop was a far more seaworthy vessel, had an HA gun armament for air defence, a full speed which was adequate for the task and permitted continuous Asdic operation, was smaller and consequently less costly, and absorbed less complement (see *Note 1*). What is now evident—with the benefit of hindsight—is that the building policy “between the wars” should have provided fewer destroyers and more sloops. On the other hand, in view of the harsh criticism levelled against the sloop at the time, it would have been difficult to implement such a policy even if it had been advocated. Rather belatedly the Admiralty recognised the deficiency in escorts and stepped-up their rate of production, but little could be done before the onset of the Second World War.

In 1937 the term sloop was officially dropped (it nevertheless continued in use) and escort and patrol sloops were re-rated as escort and patrol vessels

Note 1: Destroyers adapted for escort work were stripped of most of their type characteristics—LA guns, torpedoes, speed, etc.—in the process. See the earlier destroyer section for details.

Where built	Sloops	Minesweepers		Corvettes & Frigates			Totals
	Black Swan	Bangor	Algerine	Flower	River	Loch/Bay	
Projected	36	176	120	300	168	113	1,009
British built							
diesel	—	4	—	—	—	—	4
reciprocating	—	15	19	145	51	53	327
turbine	32	26	29	—	6	2	95
Cancelled	4	—	5	19	—	58	101
Australian built	—	60	—	—	12	—	72
Cancelled	—	—	—	—	10	—	10
Canadian built							
diesel	—	10	—	—	—	—	10
reciprocating	—	50	61	124	70	—	305
Cancelled	—	—	5	6	19	—	67
Hong Kong built	—	4	—	—	—	—	4
Cancelled	—	—	—	—	—	—	—
Indian built	—	4	—	—	—	—	4
Cancelled	—	3	—	—	—	—	3
French built	—	—	—	4	—	—	4
Cancelled	—	—	—	2	—	—	2
Totals	36	176	120	300	168	113	1,009

respectively, and minesweeping sloops simply became minesweepers. By the outbreak of war sloop strength stood at 40 escort vessels plus six building, 44 minesweepers plus 20 building, and 11 patrol sloops plus 56 building: a total of 95 vessels in service with the British and Dominion navies, of which about one-third dated from the First World War. As shown in the ac-

companying table of war construction about 1,000 sloops of all types were authorised, and yet the pre-war provision was only about 10% of actual war requirements. It is not difficult to appreciate why it was such a long and protracted struggle.

Escort Sloops

Old “Flower” class: (“Acacia” group) FOXGLOVE. (“Arabis” group) LUPIN, ROSEMARY. (“Anchusa” group) CORNWALLIS.

These sloops were the survivors of a large class built during the First World War comprising the “Acacia” (24 units)/“Arabis” (48 units)/“Anchusa” (34 units)/“Aubrietia” (6 units) sub-groups. They were originally intended for minesweeping, but were found more useful for patrol and escort work. They introduced the expedient, which was again resorted to in the Second World War, whereby the design largely adopted mercantile practice so that construction could be allocated to builders not familiar with naval work.

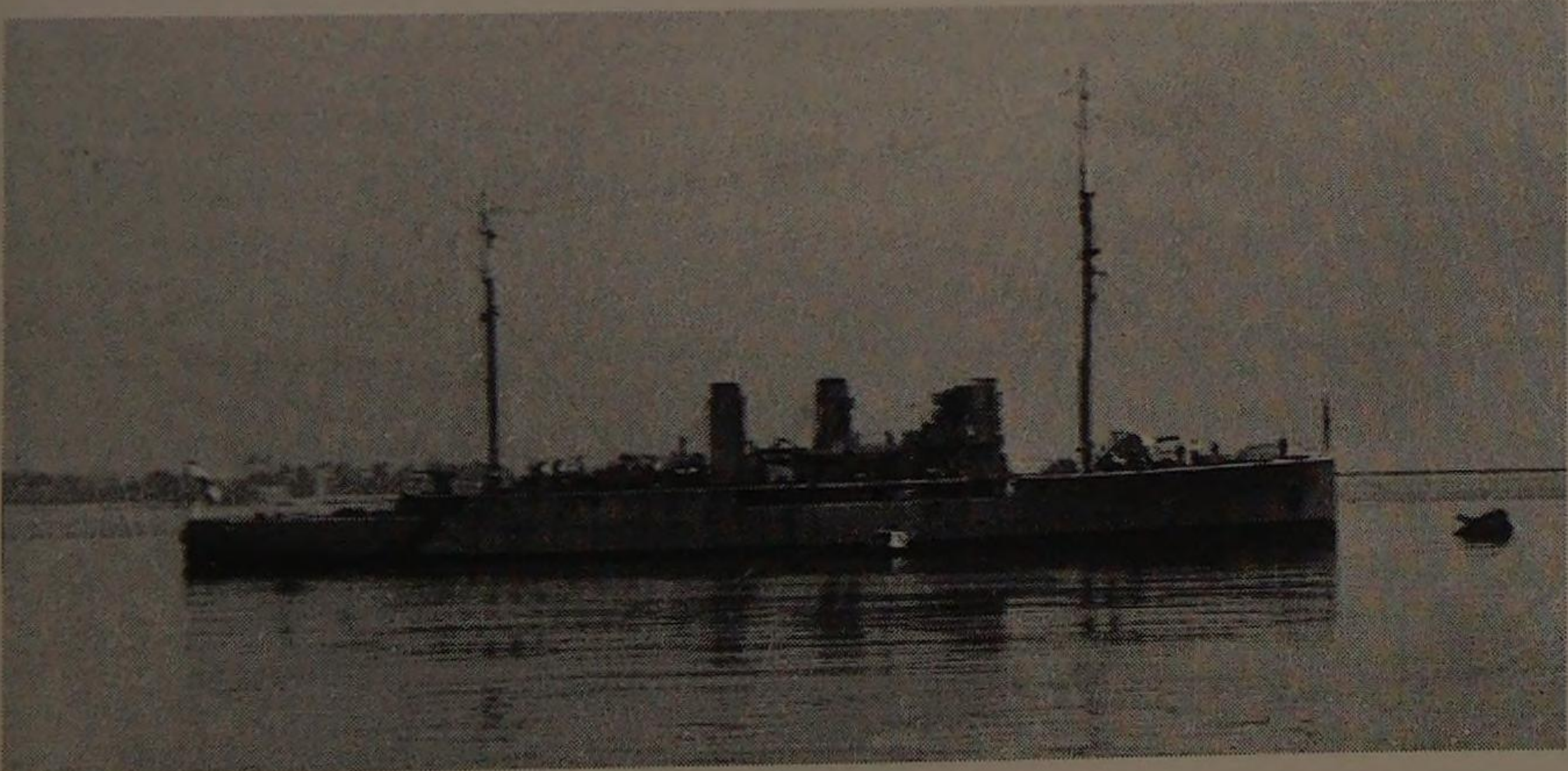
Despite their age the *Foxglove* and the *Rosemary* were used for escort work in Home waters up to 1943, after which they joined the *Lupin* in harbour service; and the *Cornwallis* was similarly used for local patrol work—for which she was converted to oil firing—by the Royal Indian Navy up to 1944, after which she was mainly employed in training. Other units of this class still afloat in 1939 but hulked for harbour service included RNVR drillships *Laburnum* (“Acacia” group Singapore), *Cornflower* (“Arabis” group Hong Kong), *President* (ex-*Saxifrage*) and *Chrysanthemum* (“An-

chusa” group London); to which was added the *Pansy* (“Arabis” group) requisitioned by the Royal Indian Navy in 1939.

Early war modifications included the addition of a 12pdr AA gun aft, and later two 20mm AA (2×1) guns in the *Rosemary*; and a 12pdr AA replaced of the after 4in gun in the *Foxglove*, two 2pdr AA (2×1) and four 20mm AA (4×1) guns were later added, and she was converted to oil firing. In the *Rosemary* the foremast was re-stepped aft of the bridge, and the mainmast taken out. After being hulked the *Foxglove* had her after boiler and funnel removed, the forward 4in was replaced by two 2pdr AA (2×1) guns, and a 2pdr AA gun was added at the stern. During a 6-month period in 1941 the *Rosemary* had the unhappy distinction of being involved in collision with the mercantile *Carrickfergus*, the Polish destroyer *Burza*, and the escort carrier *Trum-peter*.

“Acacia” group: FOXGLOVE
1,165 tons (1,440 tons full load): 250 (pp)/262½ (oa) × 33 × 12¾ feet: two SE cylindrical boilers (....lb/in²), one shaft, reciprocating (VTE cyl 21½in: 35in: 58in × 27in stroke) IHP 1,800 = 16 knots, coal 250 tons (2,000nm @ 15k): two 4in (2×1), two 2pdr AA (2×1), eight .303in GP machine (8×1) guns: complement 104.

“Arabis” group: LUPIN & *ROSEMARY
1,175 tons (1,540 tons full load): 255¾ (pp)/267¾ (oa) × 33½ × 12¼ feet: two SE cylindrical boilers (....lb/in²), one shaft, reciprocating (VTE cyl 21½in: 35in: 58in × 27in stroke) IHP 2,000 = 16½ knots, O.F. 182 tons except * coal 255 tons (2,000nm @ 15k): one 4in, one except * 2pdr AA (1/2×1), eight .303in GP machine (8×1) guns: complement 98.



Left: The *Rosemary* illustrating the typical arrangement of the old “Flower” class with two tall pole masts, two funnels, and a long fo’c’sle deck; but the after 4in gun has been replaced by a 12pdr AA gun.

“Anchusa” group: CORNWALLIS
1,383 tons (1,670 tons full load): 255¾ (pp)/277¼ (oa) × 35 × 14 feet: two SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 23in: 37in:42in (2) × 30in stroke) IHP 2,500 = 16½ knots, coal 260 tons (3,120/2,445nm @ 10/15k): three 4in (3×1), two 2pdr AA (2×1), eight 303in GP machine (8×1) guns: complement 119.

Other “Flower” class vessels in naval or mercantile service in 1939 comprised:—
Royal Belgian Navy fishery patrol vessel *Zinnia*, German Navy *Barbara* (1940), retroceded 1945;
Portuguese Navy surveying vessels *Carvalho Araujo* (ex-*Jonquil*) and *Republica* (ex-*Gladiolus*);

Royal Italian Navy salvage vessel *Teseo* (ex-*Semper Paratus*, ex-*Buttercup*);
Chinese Navy gunboat *Hai Chow* (ex-Royal Egyptian Navy *Lila*, ex-*Penstemon*);
Royal Egyptian Navy transport *Sollum* (ex-*Syringa*), wrecked Sidi Barani ..1/41;
Imperial Japanese Navy netlayer *Kosei Maru* (1942 – ex-*Lanbya*, ex-*Sunflower*), retroceded 1945;
Mercantile *Ardena* (ex-*Peony*), mined Mediterranean 28–29/9/43; *Esperos* (ex-*North Voyager*, ex-*Nayarit*, ex-*Sinaloa*, ex-*Ivy*), bombed German aircraft Aegean 24/4/41; *Sofia* (ex-*Oaxaca*, ex-*Pelargonium*), bombed German aircraft Aegean 25/4/41; mercantile *Acropolis* (ex-*Colina*, ex-*Polyanthus*), bombed German aircraft Piraeus 7/4/41.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..1/15							
L.26	FOXGLOVE	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	12.14	30. 3.15	14. 5.15	AA guardship (1942), base ship (1943); sold West of Scotland Shipbreaking 7/9/46, arrived Troon ..10/46 for scrapping.
.....	LABURNUM	Connell (Glasgow)	Aitchison Blair (Clydebank)	12. 1.15	10. 6.15	19. 8.15	Hulked RNVR drillship (1935); abandoned Singapore ..2/42.
Ordered ..7/15							
L.19	LUPIN	Simons (Renfrew)	Simons (Renfrew)	15. 7.15	31. 5.16	16. 8.16	Target/accommodation ship (1940); sold H G Pounds 22/3/46, foundered & salvaged, arrived Portchester ..1/46 for scrapping.
L.14	ROSEMARY (i)	Richardson Duck (Clydebank)	Blair (Stockton)	27. 7.15	22.11.15	5. 2.16	Air target ship (1943), laid-up (1943); sold T W Ward 17/12/47, arrived Milford Haven ..1/48 for scrapping.
Requisitioned ..1/39							
.....	PANSY	Hamilton (Port Glasgow)	Hamilton (Port Glasgow)	31. 8.15	1. 2. 16	2. 4.16	RIN; retroceded ..1/46.
Ordered ..12/16							
L.09	CORNWALLIS ex- <i>Lychnis</i>	Hamilton (Port Glasgow)	Hamilton (Port Glasgow)	28. 2.17	21. 8.17	30.11.17	RIN, training ship (1943); scrapped ..1/46.

“Racehorse” class: MORESBY.

Surveying vessel which reverted to sloop 1939/43, and was armed with one 4in and one 12pdr AA guns. She then returned to surveying duties, and see under surveying vessels for details.

Old “Kil-” class: HASHEMI, INDIRA.

These ungainly looking double-ended sloops were a refinement of the trawler design, with a slight increase in speed to improve the anti-submarine capability. Of the 85 vessels ordered, 31 were cancelled, but all the remaining 54

units were converted into merchant ships; of which these two were requisitioned as auxiliary patrol vessel/minesweeper respectively, another two—the *Kilmun* and *Mead* (q.v.)—as cable ships, and the *Foinhaven* (q.v.)—converted into a yacht—as an accommodation ship
Displacement: 895 tons (..... tons full load).
Dimensions: 170 (pp)/182 (oa) × 30 × 16½d/10½ (... full load) feet.
Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 16in:26in:44in × 26in stroke) IHP 1,400 = 13 knots.
Bunkers & radius: Coal ... tons,nm @ ...k.
Armament: One 4in gun.
Complement: ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 16/7/18							
Z.85	KILMUN	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	11.10.19	20. 2.20	Completed as cable ship, mercantile <i>Rask</i> (1946); wrecked place unknown 31/1/50.
Requisitioned 4/10/39							
.....	FOINHAVEN ex- <i>Mandrake</i> , ex- <i>Kilmartin</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	31. 3.19	19	Returned ..1/45.
Requisitioned ..12/39							
.....	HASHEMI ex- <i>Padma</i> , ex- <i>Wearmouth</i> , ex- <i>Kildorough</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	16.11.17	 6.18	Returned ..1/43.
Requisitioned 23/4/40							
.....	INDIRA ex- <i>Embleton</i> , ex- <i>Kildysart</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	11. 5.18	18	Bombed Japanese aircraft Hong Kong 15/12/41.
Requisitioned 5/5/42							
.....	MEAD ex- <i>Kilmead</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	1. 5.19	19	SAN; returned 27/8/44.

Despatch vessels: LAWRENCE, CLIVE.

These two units were designed to double as patrol sloops and to transport senior Indian Government officials, but they were decreasingly required for the latter service as internal communications were improved. They were very similar in appearance with a flush-decked hull, clipper stem and bowsprit, and counter stern; and were rigged with two pole masts. Both were engaged in local escort work during the early part of the war, and were then principally employed in training.

Beardmore design: LAWRENCE
1,210 tons (1,395 tons full load): 225 (pp)/248½ (oa) × 34 × 8¾ (10¾ full load) feet: two Babcock & Wilcox water-tube boilers (...lb/in²), two shafts,

Brown-Curtis SR turbines SHP 1,900 = 15 knots, O.F. 152 tons (2,524/1,645nm @ 10/15k): two 4in (2×1), two 2pdr AA (2×1), ten .303in GP machine (10×1) guns: complement 119.

Beardmore design: CLIVE
1,748 tons (2,100 tons full load): 240 (pp)/270¾ (oa) × 38½ × 10¼ (13½ full load) feet: two Babcock & Wilcox water-tube boilers (...lb/in²), two shafts, Brown-Curtis SR turbines SHP 2,000 = 14½ knots, O.F. 278 tons (3,861/2,602nm @ 10/14½k): two 4in (2×1), two 2pdr AA (2×1), ten .303in GP machine (10×1) guns: complement 123.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././18							
L.83	LAWRENCE	Beardmore (Dalmuir)	Beardmore (Dalmuir)	18	30. 7.19	27.12.19	RIN, training ship (1944); scrapped .././47.
L.79	CLIVE	-do-	-do-	19	10.12.19	12. 4.20	RIN, training ship (1944); scrapped .././47.

“Bridgewater” class: BRIDGEWATER, SANDWICH.

“Hastings” class: FOLKESTONE, *HASTINGS, *PENZANCE, SCARBOROUGH.

Modified “Hastings” class: HINDUSTAN.

“Shoreham” class: BIDEFORD, FOWEY, ROCHESTER, SHOREHAM.

“Falmouth” class: DUNDEE, FALMOUTH, MILFORD, WESTON.

Under the terms of the Washington Naval Treaty (1921) minor war vessels did not even merit a mention; and so the replacement sloops of the 1927/28/29/30 programmes were no more than modern versions of the “Flower” class units they were to supplant. The later London Naval Treaty (1930) was a little more precise, and permitted unrestricted building of vessels under 2,000 tons displacement providing their speed was not in excess of 20 knots, and their armament did not exceed four 6in guns; while there were no limitations whatsoever on vessels under 600 tons. More by inference than design the former was interpreted as the upper limit of the sloop, and rather unfairly was used as the yardstick to criticise the earlier sloops (built and building) as practically useless.

By adopting warship refinements in construction and geared turbine propulsion the new sloops displaced some 150–200 tons less than the “Flower” class, had an equal speed but a wider radius of action, and shipped the forward 4in gun on an HA mounting. So they could also double as minesweepers the draught was kept as light as possible. During the First World War the “Flower” class had shown that they were of adequate size for ocean escort work, and in drawing on this practical experience the Admiralty correctly appreciated the situation in building vessels of the minimum size compatible with their duties, which permitted the maximum number to be built during times of financial stringency.

As originally completed the first pair only had large openings cut into the fo’c’sle deck side amidships, but they were later plated up; and the other units were so completed in the first instance. Except that she was lengthened by 30ft to provide training accommodation, and shipped both her 4in guns in HA mountings, the Royal Indian Navy *Hindustan* was otherwise similar to the earlier British units, while the “Shoreham” and “Falmouth” classes were also lengthened by 15ft.

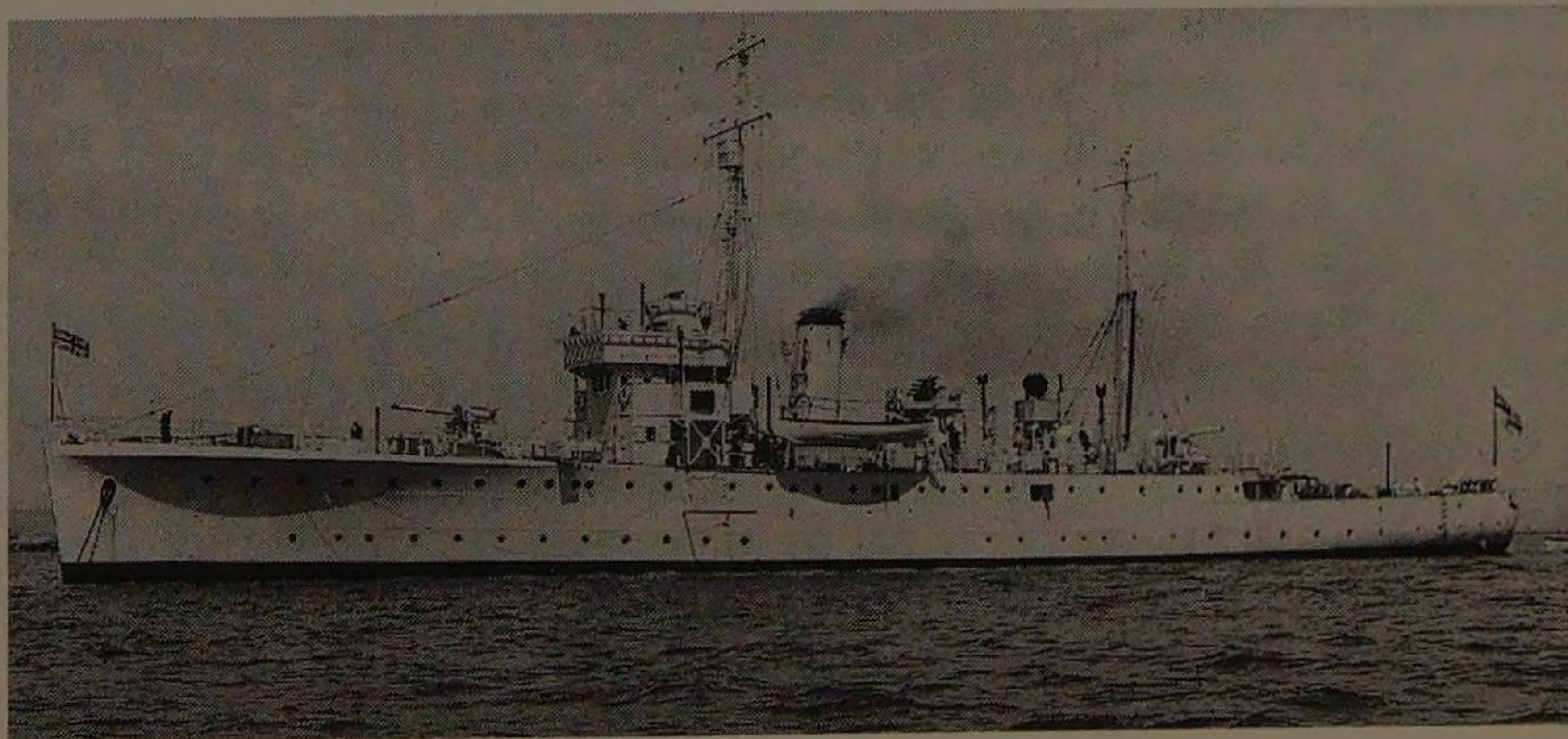
In 1939 the *Folkestone* and *Scarborough* were selected for conversion to surveying vessels; bur work did not proceed on the former, while the latter was again re-armed as a sloop after only a brief period in survey service. War

modifications included the addition of a second multiple machine gun aft, then two 20mm AA (2×1) were added in the bridge wings. SB.271 RDF replaced the rangefinder on the bridge, AW.291 RDF was added at the mast-head, and a vertical mast to carry the HF/DF aerial was stepped aft. In some units the the multiple machine guns were replaced by single 20mm AA guns, and an A/S spigot mortar (Hedgehog) was installed forward. The original type 123 Asdic was later replaced by type 127 by the outbreak of war, and finally by type147. Except for a 20mm AA gun on the fo’c’sle the *Rochester* was later disarmed for training, and a deckhouse was added aft.

“Bridgewater” & “Hastings” classes
Displacement: 1,045 tons except * 1,025 tons (1,360 tons full load).
Dimensions: 250 (pp)/266¼ (oa) × 34 × 8¾ (10¾ full load) feet.
Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 2,000 = 17¼ (16½ full load) knots.
Bunkers & endurance: O.F. 282 tons, 4,500nm @ 10k.
Armament: Two 4in AA (2×1), four .5in AA (1×4) guns.
Complement: 95.

Modified “Hastings” class: HINDUSTAN
Displacement: 1,190 tons (1,510 tons full load).
Dimensions: 280 (pp)/296½ × 35 × 8¾ (10¾ full load).
Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 2,000 = 17¼ (16½ full load) knots.
Bunkers & endurance: O.F. 280 tons, 5,000nm @ 10k.
Armament: Two 4in (2×1) guns.
Complement: 119.

Below: The *Penzance* at the outbreak of war shows two features common to all the earlier sloops: a windlass on the fo’c’sle, and a minesweeping winch aft. Mounted forward and aft are 4in AA guns, controlled by an HA.DCT on the bridge; while aft of the funnel is a multiple .5in AA machine gun mounting. (P. A. Vicary)



“Shoreham” & “Falmouth” classes

Displacement: 1,105 tons (1,460 tons full load) & 1,060 tons (1,410 tons full load) respectively.

Dimensions: 265 (pp)/281¼ × 35 × 8¼ (10¼ full load) feet.

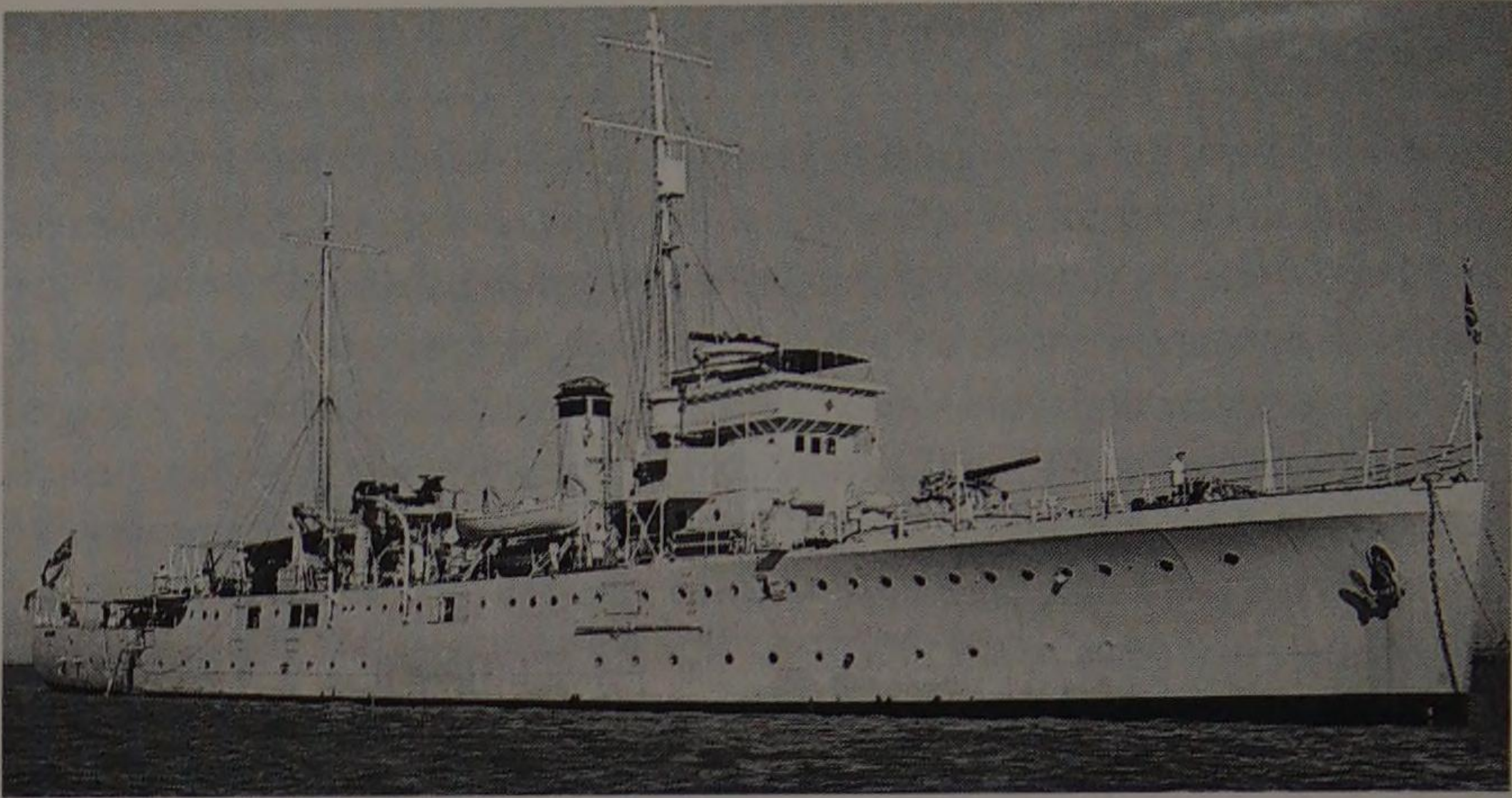
Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 2,000 = 16½ (16 full load) knots.

Bunkers & endurance: 290 tons, 4,500nm @ 10k.

Armament: Two 4in AA (2×1), four .5in AA (1×4) guns.

Complement: 95 (war 149).

Right: The *Milford* at the outbreak of war was armed with two 4in AA guns controlled by an HA.DCT on the bridge, and had a multiple .5in AA machine gun mounting aft of the funnel. (NPA)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 19/9/27							
L01	BRIDGEWATER	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	6. 2.28	14. 9.28	14. 3.29	Sold Howells 22/5/47, arrived Gelleswick Bay .../47 for scrapping.
L.12	SANDWICH	-do-	-do-	9. 2.28	28. 9.28	23. 3.29	Sold Bizerte 8/1/46, mercantile conversion abandoned & scrapped.
Ordered 26/2/29							
L.22	FOLKESTONE	Swan Hunter & Wig-ham Richarson (Wallsend)	Hawthorn Leslie (Hebburn)	21. 5.29	12. 2.30	25. 6.30	Sold Howells 22/5/47, arrived Gelleswick Bay .../47 for scrapping.
L.25	SCARBOROUGH	-do-	-do-	28. 5.29	14. 3.30	31. 7.30	Sold Stockton Shipping & Salvage 3/6/49, arrived Thornaby 3/7/49 for scrapping.
Ordered 4/4/29							
L.27	HASTINGS	Devonport Dockyard	Vickers-Armstrong (Barrow)	29. 7.29	10. 4.30	26.11.30	Sold West of Scotland Shipbreaking 2/4/46, arrived Troon 10/4/46 for scrapping.
L.28	PENZANCE	-do-	-do-	29. 7.29	10. 4.30	15. 1.31	Torpedoed German submarine U.37 south of Greenland 24/8/40.
Ordered 15/4/29							
L.80	HINDUSTAN	Swan Hunter & Wig-ham Richardson (Wallsend)	Hawthorn Leslie (Hebburn)	4. 9.29	12. 5.30	10.10.30	RIN, RPN KARZAD (1947); scrapped Pakistan 1951.
Ordered 23/9/29							
L.32	SHOREHAM	Chatham Dockyard	White (Cowes)	19.12.29	22.11.30	2.11.31	Mercantile <i>Jorge Fel Joven</i> (1946); sold Belgian shipbreaker .../50, arrived Bruges .../11/50 for scrapping.
Ordered 4/12/29							
L.15	FOWEY	Devonport Dockyard	White (Cowes)	24. 3.30	4.11.30	11. 9.31	Mercantile <i>Fowlock</i> (1946); scrapped Mombasa 1950.
Ordered 15/3/30							
L.43	BIDEFORD	Devonport Dockyard	White (Cowes)	10. 6.30	1. 4.31	27.11.31	Sold T W Ward 14/7/49, arrived Milford Haven .../49 for scrapping.
L.50	ROCHESTER	Chatham Dockyard	White (Cowes)	24.11.30	16. 7.31	31. 3.32	Tender (1945); sold Clayton & Davie 6/1/51, arrived Dunston 14/2/51 for scrapping.
Ordered 16/3/31							
L.84	DUNDEE	Chatham Dockyard	Hawthorn Leslie (Hebburn)	1.12.31	20. 9.32	31. 3.33	Torpedoed German submarine U.48 north-west of Ireland 14/9/40.
L.34	FALMOUTH	Devonport Dockyard	-do-	31. 8.31	19. 4.32	27.10.32	RNVR drillship CALLIOPE (1952); sold Hughes Bolckow .../68, arrived Blyth 30/4/68 for scrapping.
L.51	MILFORD	-do-	Yarrow (Scotstoun)	14. 9.31	11. 6.32	22.12.32	Sold T W Ward 3/6/49, arrived Hayle 22/7/49 for scrapping.
L.72	WESTON-SUPER- MARE	-do-	-do-	7. 9.31	23. 7.32	23. 2.33	WESTON (1931); sold Howells 22/5/47, arrived Gelleswick Bay .../47 for scrapping.

“Grimsby” class: (RN first group) *DEPTFORD, GRIMSBY, LEITH, *LONDONDERRY, LOWESTOFT, WELLINGTON. (RN second group) *ABERDEEN, *FLEETWOOD. (RAN first group) SWAN, YARRA. (RAN second group) PARRAMATTA, WARREGO. (RIN group) INDUS.

This class generally followed the design of the preceding sloops, but were given a heavier and more varied armament. In the Royal Navy units—excepting *Aberdeen* and *Fleetwood*—4.7in LA were shipped instead of 4in AA guns, and the bridge was moved farther aft to provide a shelter deck forward of it for the 12pdr AA gun. A multiple machine gun was later added

amidships. Only the *Grimsby* could be adapted for minelaying, and had chutes at the stern, but had to land the after 4.7in gun to compensate for the mine load. All minelaying gear was removed shortly after completion. The longer Royal Indian Navy *Indus* differed only in that she did not ship the 12pdr AA, but mounted her forward 4.7in gun on the shelter deck instead.

The initial Royal Australian Navy pair—the *Swan* and *Yarra*—followed the layout of the Royal Navy vessels, but shipped 4in AA in all three positions; and proved better ships in consequence. This was taken a stage further in the *Aberdeen* by mounting a fourth 4in AA gun on the quarterdeck, and a multiple machine gun amidships.

It was now better appreciated that for escort work the dual-purpose 4in was a preferable alternative to the low-angle 4.7in gun. It was originally

intended similarly to arm the *Fleetwood*, but she adopted the recently introduced twin 4in AA mounting instead. As a result another multiple machine gun could be added on the forward shelter deck, while the quarterdeck gun was omitted. As completed, the *Aberdeen* did not mount her two after guns, but was provided with additional accommodation aft to serve as the C-in-C's yacht in the Mediterranean. The final Royal Australian Navy pair—the *Parramatta* and *Warrego*—closely followed the arrangement in the *Fleetwood*, but only shipped a single 4in gun aft.

This class illustrated the shift in emphasis from the LA armament of the earlier vessels to the HA armament of the later units; but fire control was rudimentary, and comprised only a rangefinder working in conjunction with either a rate-setting (LA) or fuze-keeping (HA) clock. The *Londonderry* and *Lowestoft* were re-armed with two twin 4in AA mountings in 1939, but the similar scheduled re-arming of the *Grimsby* and *Deptford* was not implemented.

War modifications first included the addition of a second multiple machine gun (Royal Navy units only), and taking-out the mainmast; then two 20mm AA (2×1) were added in the bridge wings. SB.271 RDF replaced the rangefinder on the bridge, except in the *Fleetwood*, *Londonderry*, and *Lowestoft* which had AR.285 fitted to the HA.DCT. AW.286/291 RDF was carried at the masthead, and a third 4in AA gun was added in the *Aberdeen*. These modifications were only partially extended to the *Grimsby*, *Indus*, *Yarra*, and *Parramatta* which were all early war losses. Later, two more 20mm AA (2×1) replaced the multiple machine guns in most units; and an A/S spigot mortar (Hedgehog) was added forward in surviving Royal Navy vessels, replacing the forward 4in gun in *Aberdeen*. In 1942 the Royal Australian Navy *Swan* was re-armed with two twin 4in AA mountings, and the single 4in AA aft on the *Warrego* was replaced by a twin mounting; and in both units a 40mm AA gun was mounted on the forward shelter deck (replacing the earlier guns), and six 20mm AA (6×1) added.

Displacement: 990 tons (1,300 tons full load) except *Indus* 1,190 tons (1,520 tons full load), *Swan* and *Yarra* 1,060 tons (1,370 tons full load), and *Parramatta* and *Warrego* 1,070 tons (1,385 tons full load).

Dimensions: 250 (pp)/265 (oa) × 34 except *36 ×d/7¼ except *7½ (10



Above and below: The *Lowestoft* (above) and the *Wellington* (below) reverted to 4·7in LA guns for the main armament, controlled by a pedestal director and rangefinder on the bridge; and introduced the forward shelter deck for the 12pdr HA gun. (P. A. Vicary/Admiralty)

full load) feet except *Indus* 280 (pp)/296½ (oa) × 35½ × 8¾ (10¾ full load) feet.

Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 2,000 = 16½ (16 full load) knots.

Bunkers & radius: O.F. 300 tons, 5,700nm @ 10k.

Armament: Two 4·7in (2×1), one 12pdr AA (not in *Indus*), four ·5in AA (1×4) guns. *Aberdeen* four 4in AA (4×1), four ·5in AA (1×4) guns. *Fleetwood*, *Londonderry*, and *Lowestoft* four 4in AA (2×2), four ·5in AA (1×4) guns. *Swan* and *Yarra* three 4in AA (3×1) guns. *Parramatta* and *Warrego* three 4in AA (1×2 & 1×1), four ·5in AA (1×4) guns.

Complement: 100 except *Indus* 119.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/11/32							
L.16	GRIMSBY	Devonport Dockyard	White (Coves)	23. 1.33	19. 7.33	17. 5.34	Bombed Italian aircraft off Tobruk 25/5/41.
L.36	LEITH	-do-	-do-	6. 2.33	9. 9.33	12. 7.34	Mercantile <i>Byron</i> (1946). <i>Friendship</i> (19..), RDN GALATHEA (1949); scrapped 1955.
Ordered 1/5/33							
L.59	LOWESTOFT (i)	Devonport Dockyard	White (Coves)	21. 8.33	11. 4.34	22.11.34	Mercantile <i>Miraflores</i> (1946); sold Belgian shipbreaker ..../55, arrived Boom 5/8/55 for scrapping.
L.65	WELLINGTON (i)	-do-	-do-	25. 9.33	29. 5.34	24. 1.35	Mercantile hulk (name unchanged – 1947).
Ordered 14/8/33							
L.67	INDUS	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	8.12.33	24. 8.34	15. 3.35	RIN; bombed Japanese aircraft off Akyab 6/4/42.
Ordered 10/1/34							
L.53	DEPTFORD	Chatham Dockyard	White (Coves)	30. 4.34	5. 2.35	20. 8.35	Sold T W Ward 8/3/48, arrived Milford Haven 11/5/48 for scrapping.
Ordered 1/3/34							
L.76	LONDONDERRY	Devonport Dockyard	White (Coves)	11. 6.34	16. 1.35	20. 9.35	Sold E Rees 8/3/48, arrived Llanelli 8/6/48 for scrapping.
Ordered 22/12/33							
L.77	YARRA	Cockatoo (Sydney)	Cockatoo (Sydney)	24. 5.34	28. 3.35	19.12.35	RAN; gunfire IJN cruisers ATAGO & TAKAO off Java 4/3/42.
Ordered 2/1/35							
L.74	SWAN	Cockatoo (Sydney)	Cockatoo (Sydney)	1. 5.35	28. 3.36	10.12.36	RAN; sold Hurley & Dewhurst ..../65, arrived Sydney ..../65 for scrapping.
Ordered 1/3/35							
L.97	ABERDEEN	Devonport Dockyard	Thornycroft (Woolston)	12. 6.35	22. 1.36	17. 9.36	Sold T W Ward 16/12/48, arrived Hayle 19/1/49 for scrapping.
L.47	FLEETWOOD	-do-	-do-	14. 8.35	24. 3.36	19.11.36	Sold C W Dorkin ..../59, arrived Gateshead 10/10/59 for scrapping.
Ordered ..../38							
L.44	PARRAMATTA	Cockatoo (Sydney)	Cockatoo (Sydney)	9.11.38	18. 6.39	8. 4.40	RAN; torpedoed German submarine U.559 off Tobruk 27/11/41.
L.73	WARREGO	-do-	-do-	10. 5.39	10. 2.40	21. 8.40	RAN; sold Hurley & Dewhurst ..../66, arrived Sydney ..../66 for scrapping.

“Bittern” class: BITTERN, *ENCHANTRESS, STORK.

This class was an extension of the initial “Grimsby” class design with the armament increased to four 4.7in guns, two forward and two aft. However, while building the original *Bittern* was modified to serve as the Admiralty yacht, was fitted with additional accommodation aft in place of the two after guns, and was re-named *Enchantress*; while the *Stork* was completed as an unarmed surveying vessel.

The second *Bittern*, however, took the modification to armament effected in later units of the “Grimsby” class a stage further, and shipped three twin 4in AA mountings controlled by an HA.DCT on the bridge. As it was considered that the *Bittern* would prove too lively to be a stable gun platform she was fitted with a fin stabilisation system. This equipment was in an early stage of development, and understandably was not wholly satisfactory, and it was accepted with mixed feelings. Its inclusion in subsequent construction was always the subject of much discussion, with opinion from sea almost

Below: Although stripped of the additional superstructure aft, which had been added for duty as the Admiralty yacht, the *Enchantress* never received her designed armament of four 4.7in guns. Single 20mm AA guns were added in the bridge wings, multiple .5in AA machine guns on each side at the break of the fo’c’sle, and a 12pdr AA gun on the quarterdeck. The funnel has been capped, and a vertical lattice HF/DF mast stepped aft. (Admiralty)



wholly against it; and it was so noisy in operation that it interfered with the working of the Asdic. The Admiralty’s view was that improvement could only result from operational use, and in consequence it was fitted in some—but not all—of the following classes. The dual minesweeping role was finally abandoned with the *Bittern*, and the minesweeping winch aft was omitted.

When it is considered that the sloop replacement programme had only been initiated eight years earlier, it had rapidly evolved into an escort vessel capable of providing effective anti-submarine and anti-aircraft cover for trade protection; and there were no foreign contemporaries to match the *Bittern* in this respect. The value of the *Bittern* is better appreciated when it is recalled that Royal Navy cruisers up to the *Galatea* only mounted an AA armament of four 4in (4×1) guns controlled by one HA.DCT, while from the *Penelope* this had been strengthened to eight 4in (4×2) guns controlled by two HA.DCTs. The *Bittern* thus possessed the equivalent—or nearly so—AA fire power of a cruiser: a fact that was to prove invaluable in the ensuing war, and all this had been achieved on a modest displacement.

With the worsening political situation prevalent in 1938 the *Stork* was taken out of surveying service, and was re-armed on the same scale as the *Bittern*. Owing to her early loss the *Bittern* was not altered; but the *Stork* had two 20mm AA (2×1) guns and a multiple machine gun added, SW.272 RDF was carried at the head of a short lattice mast aft, AW.286 (later 291) was fitted at the masthead, and AR.285 to the HA.DCT. Later, the multiple machine guns were replaced by two 20mm AA (2×1) guns, an A/S spigot mortar (Hedgehog) replaced the twin 4in mounting on the forward shelter deck, a lattice replaced the pole foremast and carried both the AW and SW.RDF, and the lattice mast aft was taken out.

Although the extra accommodation was removed from the *Enchantress* she never shipped her after 4.7in guns. Instead, two multiple machine guns and a vertical HF/DF mast were added aft; while a 12pdr AA gun was mounted on the quarterdeck, two 20mm AA (2×1) guns in the bridge wings, AW.286 (later 291) RDF at the masthead, and a funnel cap fitted. Finally, the multi-



Above, left and right: The *Bittern* was designed as a sister ship to the *Enchantress*, but was completed with three twin 4in AA mountings controlled by an HA/DCT on the bridge. To eliminate shrouds, which would mask the arcs of X mounting, a tripod mainmast was stepped. (G. A. Osbon)
 Below right: The *Stork* was also intended as a sister ship to the *Enchantress*, but was completed as an unarmed surveying vessel. When re-armed at the outbreak of the war she adopted the armament of her other sister ship the *Bittern*. She is shown here at the end of the war with a lattice foremast in place of the former tripod, the mainmast struck and replaced by a W/T spreader, a Hedgehog A/S spigot mortar in lieu of B twin 4in mounting, four single 20mm AA guns added, AW.291 carried at the masthead, and AR.285 RDF fitted to the HA.DCT. (P. A. Vicary)

ple machine guns were replaced by two 20mm AA (2×1) guns, and the range-finder on the bridge SW.272 RDF.
Displacement: 1,190 tons (1,600 tons full load) except * 1,085 tons (1,500 tons full load).
Dimensions: 266 (pp)/282 (oa) × 37 ×d/8¼ (10½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons except * Brown Curtis SR geared turbines SHP 3,300 = 18¾ (18 full load) knots.
Bunkers & radius: O.F. 388 tons, 5,500nm @ 10k.
Armament: Four 4.7in (4×1), four .5in AA (1×4) guns except *Bittern* six 4in AA (3×2), four .5in AA (1×4) guns.
Complement: 125.

Modified “Bittern” class: (first group) JUMNA, SUTLEJ. (second group) NARBADA, GODARVARI.

Although they had the same legend details as the “Egret” class, for some obscure reason these vessels were officially referred to as modified “Bittern” class. There were no evident external differences except that the quarterdeck

twin 4in AA mounting was never fitted. The first group were completed with AW.286 and AR. 285 RDF; and later the multiple machine guns were replaced by two 20mm AA (2×1), and SW.271 was added aft on a short lattice mast; while the second group were completed with SW.271, AW.291, and AR.285 RDF, and two 20mm AA (1×2) were later added.
Displacement: 1,300 tons (1,730 tons full load) (first group), 1,340 tons (1,770 tons full load) (second group).
Dimensions: 276 (pp)/292½ (oa) × 37½ × 9 (11 full load) feet.
Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 3,600 = 19¼ (18½ full load) knots.
Bunkers & radius: O.F. 390 tons, 5,500nm @ 10k.
Armament: Six 4in AA (3×2), two 20mm AA (2×1), eight .5in AA (2×4) (first group), six 4in AA (3×2), four 20mm AA (1×2 & 2×1) (second group).
Complement: 190.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 5/10/33							
L.56	BITTERN (i)	J Brown (Clydebank)	J Brown (Clydebank)	9. 3.34	21.12.34	4. 4.35	ENCHANTRESS (1934); mercantile <i>Lady Enchantress</i> (1946); sold Clayton & Davie ..../52, arrived Dunston 16/2/52 for scrapping.
Ordered 1/5/35							
L.81	STORK	Denny (Dumbarton)	Denny (Dumbarton)	19. 6.35	21. 4.36	10. 9.36	Sold West of Scotland Shipbreaking ..../58, arrived Troon 3/6/58 for scrapping.
Ordered 26/5/36							
L.07	BITTERN (ii)	White (Cowes)	White (Cowes)	27. 8.36	14. 7.37	15. 3.38	Bombed German aircraft Namsos & torpedoed destroyer JANUS 30/4/40.

“Egret” class: AUCKLAND, EGRET, PELICAN.

A further development of the *Bittern* whereby with a slight increase in dimensions an additional twin 4in AA mounting was added on the quarter-deck. The advantage, however, was not that significant as a single HA.DCT only permitted one aerial target to be engaged with controlled fire.

The *Heron* was scheduled for transfer to the New Zealand station (see *Note 2*), and was so re-named *Auckland*, but war intervened so she remained in Home waters. The *Pelican* had been earmarked for completion as an un-

Note 2: The Royal New Zealand Navy was not formed until 1941. Up to then it was the New Zealand division, with the Royal Navy providing the ships, and the New Zealand Government providing the crew and meeting the running costs.



armed surveying vessel, but this was not implemented; and she was completed with a full armament. So as to widen the clear arcs of fire of the main armament tripod masts were stepped forward and aft.

Initial war modifications included the addition of a second multiple machine gun, and the addition of AW. 286 and AR.285 RDF, but it is not known if these were extended to the *Auckland* owing to her early loss. Latter, two 20mm AA (2×1) guns were added, a short lattice mast carrying SW.271 RDF replaced the mainmast, and an A/S spigot mortar (Hedgehog) was fitted forward. Finally, the sole survivor—the *Pelican*—had the quarterdeck twin 4in replaced by a multiple 2pdr AA mounting, the multiple machine guns by two 20mm AA (2×1) guns, and AW.291 replaced AW.286 RDF.

Above, left and right: The *Pelican* was a development of the *Bittern* with an additional twin 4in AA mounting on the quarterdeck, and was rigged with tripod masts forward and aft. (P. A. Vicary)

Displacement: 1,250 (1,680 full load) tons.
Dimensions: 276 (pp)/292½ (oa) × 37½ × 8½ (11 full load) feet.
Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 3,600 = 19¼ (18½ full load) knots.
Bunkers & radius: 390 tons, 5,500nm @ 10k.
Armament: Eight 4in AA (4×2), four .5in AA (1×4) guns.
Complement: 188.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 5/3/37							
L.75	EGRET	White (Cowes)	White (Cowes)	21. 7.37	31. 5.38	10.11.38	Bombed German aircraft Bay of Biscay 27/8/43.
L.61	HERON	Denny (Dumbarton)	Denny (Dumbarton)	16. 6.37	30. 6.38	16.11.38	AUCKLAND (1937); bombed Italian aircraft off Tobruk 24/6/41.
Ordered 19/3/37							
L.86	PELICAN	Thornycroft (Woolston)	Thornycroft (Woolston)	7. 9.37	12. 9.38	2. 3.39	Sold T W Ward .../58, arrived Preston 29/11/58 for scrapping.

“Black Swan” class: BLACK SWAN, ERNE, *FLAMINGO, *IBIS.

This class was the final refinement of the design cycle initiated by the *Bittern*, and principally differed from the “Egret” class by replacing the quarterdeck twin 4in by a multiple 2pdr AA mounting to augment the short range air defence.

The earlier pair—*Black Swan* and *Flamingo*—were rigged with tripod masts forward and aft, and had multiple machine guns on each side amidships. The latter were replaced by two 20mm AA (2×1) AA guns, an A/S spigot mortar (Hedgehog) was added on the forward shelter deck, a short lattice mast with SW.271 RDF supplanted the mainmast, and AW.286 was added at the masthead, and AR.285 to the HA.DCT. Later, two 20mm AA (2×1) guns were added in the bridge wings, the single 20mm amidships were replaced by powered twin 20mm AA mountings, and a lattice replaced the tripod foremast with SW.291 RDF at its head.

The later pair—*Erne* and *Ibis*—shipped two 20mm AA (2×1) amidships in place of the multiple machine guns; and were fitted with AW.286 RDF at the masthead, and AR.285 on the HA.DCT. As the *Ibis* was an early war loss no further modifications were effected; but the *Erne* had an A/S spigot mortar (Hedgehog) added on the forward shelter deck, two 20mm AA (2×1) in the bridge wings, powered twin 20mm AA mountings replaced the single 20mm guns amidships, and a short lattice mast aft carried the SW.271 RDF.

Displacement: 1,300 tons (1,750 tons full load).
Dimensions: 283 (pp)/299½ (oa) × 37½/38½ (max) × 8½ (11½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 4,300 = 19¾ (18½ full load) knots.
Bunkers & radius: O.F. 428 tons, 5,500nm @ 10k.
Armament: Six 4in AA (3×2), four 2pdr AA (1×4), eight .5in AA (2×4) except * two 20mm AA (2×1) guns.
Complement: 192.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 1/1/38							
L.57	BLACK SWAN	Yarrow (Scotstoun)	Yarrow (Scotstoun)	20. 6.38	7. 7.39	27. 1.40	Sold West of Scotland Shipbreaking .../56, arrived Troon 13/9/56 for scrapping.
L.18	FLAMINGO	-do-	-do-	26. 5.38	18. 4.39	3.11.39	West German Navy GRAF SPEE (1957); sold Eisen & Metall 25/10/67, arrived Hamburg .../67 for scrapping.
Ordered 21/6/39							
U.03	ERNE	Furness (Haverton)	Richardson Westgarth (West Hartlepool)	22. 9.39	5. 8.40	26. 4.41	RNVR drillship WESSEX (1949); sold General Navigation & Storage 27/10/65, arrived Antwerp .../65.
U.99	IBIS	-do-	-do-	22. 9.39	28.11.40	30. 8.41	Torpedoed Italian aircraft 10 miles north of Algiers 10/11/42.

Ordered 8/9/39

U.21	JUMNA	Denny (Dumbarton)	Denny (Dumbarton)	24. 2.40	16.11.40	13. 8.41	RIN, JAMUNA (19..); paid-off 31/12/80 & scrapped India.
U.95	SUTLEJ	-do-	-do-	4. 1.40	1.10.40	23. 4.41	RIN; paid-off 31/12/79 & scrapped India.
Ordered 13/4/40							
U.29	WHIMBREL	Yarrow (Scotstoun)	Yarrow (Scotstoun)	31.10.41	25. 8.42	13. 1.43	REN EL MALEK FAROUQ (1949), TARIQ (1954).
U.45	WILD GOOSE	-do-	-do-	28. 1.42	14.10.42	11. 3.43	Sold P & W MacLellan ..2/56, arrived Bo'ness 27/2/56 for scrapping.
U.08	WOODPECKER	Denny (Dumbarton)	Denny (Dumbarton)	23. 2.41	29. 6.42	14.12.42	Torpedoed German submarine U.256 North Atlantic 20/2/44 & foundered in tow off Scilly Isles 27/10/44.
U.28	WREN (ii)	-do-	-do-	27. 2.41	11. 8.42	4. 2.43	Sold Shipbreaking Industries .././56, arrived Rosyth 2/2/56 for scrapping.
Ordered 29/8/40							
U.52	GODAVARI	Thornycroft (Woolston)	Thornycroft (Woolston)	30.10.41	21. 1.43	28. 6.43	RPN SIND (1947); sold Pakistan 2/6/59 for scrapping.
U.40	NARBADA	-do-	-do-	30. 8.41	21.11.42	29. 4.43	RPN JHELUM (1947); sold Pakistan 15/7/59 for scrapping.

Modified "Black Swan" class: ACTAEON, ALACRITY, AMETHYST, CAUVERY, CHANTICLEER, CRANE, CYGNET, HART, HIND, KISTNA, KITE, LAPWING, LARK, MAGPIE, MERMAID, MODESTE, NEREIDE, NONSUCH, NYMPHE, OPOSSUM, PARTRIDGE, PEACOCK, PHEASANT, REDPOLE, SNIPE, SPARROW, STARLING, WATERHEN (ii), WHIMBREL, WILD GOOSE, WOODCOCK, WOODPECKER, WREN (ii), WRYNECK (ii).

This class closely followed the arrangements of the "Black Swan" class but war modifications were incorporated into the design. The multiple 2pdr AA mounting was omitted, and replaced by a standard light AA armament of ten 20mm AA guns: singles in the bridge wings, and twin power-operated mountings amidships and on the quarterdeck. However, a shortage of guns resulted in vessels being armed with whatever was available. The *Wild Goose* had only six 20mm (2×2 & 2×1), the *Wren* had eight 20mm (2×2 & 4×1), but perversely the *Amethyst* had twelve 20mm (4×2 & 4×1); while the *Cygnets* had eight 2pdr (2×4) and four 20mm (4×1), the *Woodpecker* eight 2pdr (2×4) and six 20mm (2×2 & 2×1), and the *Kite* eight 2pdr (2×4) and ten 20mm (4×2 & 2×1). Later, the light AA armament was standardised as four 40mm (2×2) and six 20mm (2×2 & 2×1); and units completed post-war had 40mm instead of 20mm guns in the bridge wings, and omitted the guns on the quarterdeck.

They were rigged with a tripod foremast with either AW.291 RDF or HF/DF at the masthead, SW.271 on a short lattice mast aft, and AR.285 on the HA.DCT. Later, a lattice replaced the tripod foremast, to carry both AW.291 and SW.271 RDF. Most were fitted with an A/S spigot mortar (Hedgehog) on the forward shelter deck.

As is evident from the above, together with the provision of eight throwers and two racks for 110 depth charges, considerable extra weight was carried; and the hull was overstressed. When hard driven—and this was frequently the case in the North Atlantic—this manifested itself in cracked plating, split welding, etc. of both hull and deck. However, no design solution was pursued, as although the class was eminently suitable for escort work it was too complex to put into large scale production to meet the very heavy demand for escort vessels. Consequently, the bulk of escort work fell on the simplified—but far more numerous—corvettes and frigates. This was the only way in which the numerical requirements for world-wide trade protection commitments could be met.

This is not to imply that the Admiralty had developed a type of vessel past its stage of usefulness, as individual units of the "Black Swan" class were most successfully combined with mixed escort groups to provide AA

Below: The *Lark* was completed with the designed light AA armament of ten 20mm (4×2 and 2×1) guns. She carried SW.272 at the head of her lattice foremast; and was fitted with AW.291 at the topmast head, and AR.285 on the HA.DCT. (IWM)



defence, while several units—with the addition of an escort carrier when available—formed a support group with a freedom of movement to assist any convoy subject to heavy attack. Although all maritime surface forces basically operated under the overall cover of the capital units of the fleet, the “Black Swan” class is best regarded as the working capital unit of the escort forces, and their A/S and AA qualities were a welcome reinforcement to any convoy screen. For no apparent reason the policy of using bird names for escort sloops was dropped, and later units of the class were allocated traditional small ship names.

Displacement: 1,475 tons (1,925 tons full load).
Dimensions: 283 (pp)/299½ (oa) × 37½/38½ (max) × 9½ (12½ full load) feet.
Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 4,300 = 19¾ (18½ full load) knots.
Bunkers & radius: O.F. 428 tons, 5,500nm @ 10k.
Armament: Six 4in AA (3×2), ten 20mm AA (4×2 & 2×1) guns.
Complement: 192.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 9/1/41							
U.05	CHANTICLEER	Denny (Dumbarton)	Denny (Dumbarton)	6. 6.41	24. 9.42	29. 3.43	Torpedoed German submarine U.515 west of Portugal 18/11/43, written-off as constructive total loss 22/11/43 & hulked as accommodation ship HESPERIDES (1944), LUSITANIA (1944); scrapped Lisboa 1946.
U.23	CRANE	-do-	-do-	13. 6.41	9.11.42	10. 5.43	Sold Lacmots .././65, arrived Queenborough ../3/65 for scrapping.
Ordered 27/3/41							
U.38	CYGNET	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	30. 8.41	28. 7.42	1.12.42	Sold Shipbreaking Industries .././56, arrived 16/3/56 for scrapping.
U.87	KITE	-do-	-do-	25. 9.41	13.10.42	1. 3.43	Torpedoed German submarine U.344 Greenland Sea 21/8/44.
U.62	LAPWING	Scotts (Greenock)	Scotts (Greenock)	17.12.41	16. 7.43	21. 3.44	Torpedoed German submarine U.968 off Kola Inlet 20/3/45.
U.11	LARK	-do-	-do-	5. 5.42	28. 8.43	10. 4.44	Torpedoed German submarine U.968 off Kola Inlet 17/2/45 & beached Murmansk, stripped & abandoned 13/6/45.
U.82	MAGPIE	Thornycroft (Woolston)	Thornycroft (Woolston)	30.12.41	24. 3.42	30. 8.43	Sold Hughes Bolckow 9/7/59, arrived Blyth 12/7/59 for scrapping.
U.96	PEACOCK	-do-	-do-	20.11.42	11.12.43	10. 5.44	Sold Shipbreaking Industries .././58, arrived Rosyth 7/5/58 for scrapping.
U.49	PHEASANT	Yarrow (Scotstoun)	Yarrow (Scotstoun)	17. 3.42	21.12.42	12. 5.43	Sold West of Scotland Shipbreaking 7/12/62, arrived Troon 15/1/63 for scrapping.
U.69	REDPOLE	-do-	-do-	18. 5.42	25. 2.43	24. 6.43	Sold J A White 16/11/60, arrived St Davids-on-Forth 20/11/60 for scrapping.
Ordered 18/7/41							
U.66	STARLING	Fairfield (Govan)	Fairfield (Govan)	21.10.41	14.10.42	1. 4.43	Sold Lacmots .././65, arrived Queenborough 6/7/65 for scrapping.
U.90	WOODCOCK	-do-	-do-	21.10.41	26.11.42	29. 5.43	Sold Shipbreaking Industries .././55, arrived Rosyth 28/11/55 for scrapping.
Ordered 10/9/41							
U.10	CAUVERY	Yarrow (Scotstoun)	Yarrow (Scotstoun)	28.10.42	15. 6.43	21.10.43	RIN, KAVARI (1969); paid-off 30/9/77 & scrapped India 1979.
U.46	KISTNA	-do-	-do-	14. 7.42	22. 4.43	26. 8.43	RIN, KRISHNA (1969); paid-off 31/12/80 & scrapped India.
Ordered 3/12/41							
U.07	ACTAEON	Thornycroft (Woolston)	Thornycroft (Woolston)	15. 5.44	25. 7.45	24. 7.46	West German Navy HIPPER (1957); sold Eisen & Metall 25/10/67, arrived Hamburg .././67 for scrapping.
Ordered 18/12/41							
U.16	AMETHYST	Stephen (Linthouse)	Stephen (Linthouse)	25. 3.42	7. 5.43	2.11.43	Sold Demmelweek & Redding 18/1/57, arrived Plymouth 19/1/57 for scrapping.
U.58	HART	-do-	-do-	27. 3.42	7. 7.43	12.12.43	West German Navy SCHEER (1957); sold VEBEG 17/3/71 for scrapping.
Ordered 11/2/42							
U.39	HIND	Denny (Dumbarton)	Denny (Dumbarton)	31. 8.42	30. 9.43	11. 4.44	Sold Clayton & Davie .././58, arrived Dunston 10/12/58 for scrapping.
U.30	MERMAID	-do-	-do-	8. 9.42	11.11.43	12. 5.44	West German Navy SCHARNHORST (1957); sold Belgian shipbreaker .././90, arrived Bruges 24/4/90 for scrapping.
Ordered 12/8/42							
U.60	ALACRITY	Denny (Dumbarton)	Denny (Dumbarton)	5. 4.43	1. 9.44	13. 4.45	Sold Arnott Young .././56, arrived Dalmuir 15/9/56 for stripping & Troon (hull only) 3/11/56 for scrapping.
U.33	OPOSSUM	-do-	-do-	28. 7.43	30.11.44	16. 6.45	Sold Demmelweek & Redding .././60, arrived Plymouth 26/4/60 for scrapping.
Ordered 5/10/42							
U.42	MODESTE	Chatham Dockyard	Yarrow (Scotstoun)	15. 2.43	29. 1.44	3. 9.45	Sold J A White 8/3/61, arrived St Davids-on-Forth 11/3/61 for scrapping.
U.64	NEREIDE	-do-	-do-	15. 2.43	29. 1.44	6. 5.46	Sold P & W MacLellan .././58, arrived Bo'ness 18/5/58 for scrapping.

Re-ordered 8/12/42

U.20	SNIFE	Denny (Dumbarton)	Denny (Dumbarton)	21. 9.44	20.12.45	9. 9.46	Sold J Cashmore .././60, arrived Newport 23/8/60 for scrapping.
U.71	SPARROW	-do-	-do-	30.11.44	18. 2.46	16.12.46	Sold Shipbreaking Industries 22/5/58, arrived Charlestown 26/5/58 for scrapping.

Ordered 21/6/43

U.54	NONSUCH	Chatham Dockyard	.....	26. 2.45	.....	.....	Cancelled ../10/45 & scrapped on slip.
U.84	NYMPHE	-do-	.....	26. 2.45	.....	.....	Cancelled ../10/45 & scrapped on slip.

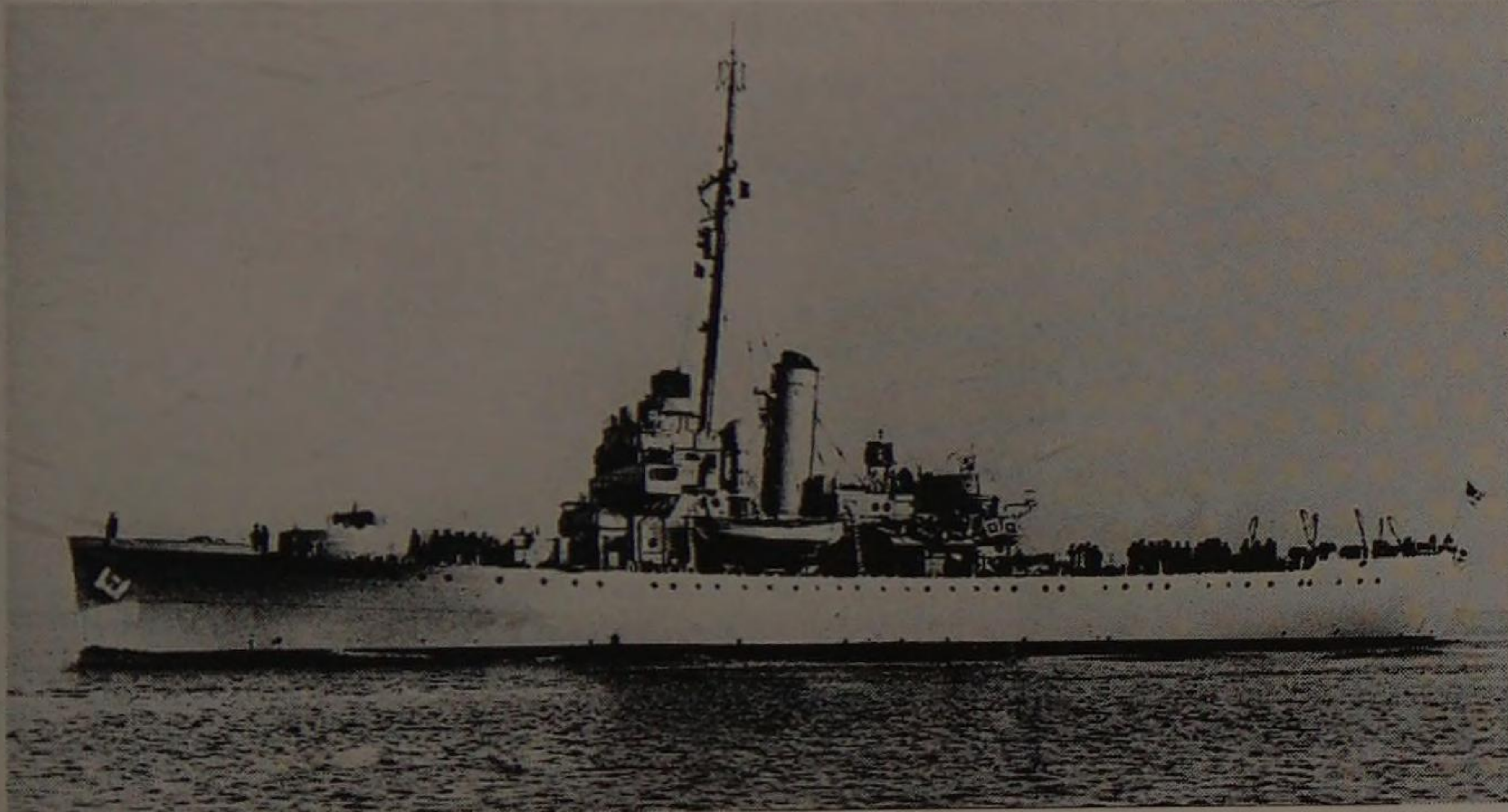
Re-ordered 9/10/44

U.37	PARTRIDGE	Thornycroft (Woolston)	.....	.....	.....	.....	Cancelled 2/11/45.
U.05	WATERHEN (ii)	Denny (Dumbarton)	.....	.....	.....	.....	Cancelled 2/11/45.
U.31	WRYNECK	-do-	.....	.....	.....	.....	Cancelled 2/11/45.

“**Hartland**” class: *BANFF (ii), CULVER, FISHGUARD, *GORLESTON, HARTLAND, *LANDGUARD, LULWORTH, SENNEN, *†TOTLAND, *WALNEY.

These large 10-year old cutters were transferred from the United States Coast Guard to the Royal Navy in 1941, and were mainly used for escort work. This arrangement suited the USCG, who were then able to order modern replacements for them. Although shorter than contemporary Royal Navy sloops, their hulls were beamier and deeper, and only had a single screw. They were powered by an innovative turbo-electric system driving an AC

Below: Following transfer from the United States Coast Guard the *Sennen* was little altered. She had SW.273 RDF fitted on the the bridge, and AW.281 and HF/DF at the masthead; and was armed with a 4in gun forward, two 12pdr AA (2×1) and two 20mm AA (2×1) guns forward of the bridge, and two 20mm AA (2×1) guns aft. (IWM)



synchronous electric motor, which was considerably in advance of contemporary practice.

In 1942 the *Banff*, *Fishguard*, and *Walney* were armed with one 5in and three 12pdr AA (3×1) guns; the *Gorleston* and *Landguard* with one 5in, one 12pdr AA, and two 2pdr AA (2×1) guns; the *Hartland* with one 4in AA and three 12pdr AA (3×1) guns; and the remainder—except the *Culver* which had been lost—with one 4in AA and one 12pdr AA guns; and all shipped four ·5in (4×1) and six ·303in (6×1) machine guns as well; while SW.273 RDF was added on the bridge, and AW.281 at the mastheads.

By 1943 the 5in gun on the *Banff* and *Fishguard* had also been replaced by a 4in AA, and four 20mm AA replaced the machine guns; and all the rest—except for the *Hartland* and *Walney* which had become war losses—had two 2pdr AA (2×1) and four 20mm AA (4×1 except *Gorleston* which retained the ·5in machine guns) in place of the machine guns.

During 1945 the armament was modified to include one 4in AA, one 12pdr AA except the *Fishguard* and *Gorleston* which mounted a 40mm AA in lieu, two 2pdr AA (2×1), seven (7×1 *Banff*, *Fishguard*, *Lulworth* and *Sennen*)/six (6×1 *Landguard*)/four (4×1 *Gorleston* and *Totland*) 20mm AA, six ·303in GP machine (6×1) guns, and four A/S mortars and two stern racks for 100 depth charges. As they were large, seaworthy, and reliable these vessels were kept actively employed until the end of the war.

Displacement: 1,975 except * 1,983 tons (2,345 tons full load).
Dimensions: 236 (pp)/250 (oa) × 42 × 13 (16 full load) feet.
Machinery: Two Babcock & Wilcox boilers (250lb/in² & 250°F), one shaft, Curtis turbine/General Electric generator/General Electric electric motor SHP/kW/SHP 4,000/3,000/3,350 = 16 knots.
Bunkers & endurance: O.F. 335 tons, 8,000nm @ 12k.
Armament: One except † two 5in (1/2×1), two 3in AA (2×1), two 6pdr (2×1) guns.
Complement: 200.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired 3/4/41							
Y.43	BANFF (ii) ex-Saranac	General Engineering (Oakland)	General Electric (Schenectady)	.....	12. 4.30	2.10.30	Returned USCG 27/2/46, SEBEC (1946), TAMPA (1947); sold 16/2/59.
Y.87	CULVER ex-Mendota	Bethlehem Shipbuilding (Quincy)	-do-	20. 6.28	27.11.28	23. 3.29	Torpedoed German submarine U.105 North Atlantic 31/1/42.
Y.59	FISHGUARD ex-Tahoe	-do-	-do-	5.12.27	12. 7.28	8.11.28	Returned USCG 27/3/46; sold 24/10/47.
Y.92	GORLESTON ex-Itasca	General Engineering (Oakland)	-do-	.....	16.11.29	12. 7.30	Returned USCG 23/4/46; sold 4/10/50.
Y.00	HARTLAND ex-Pontchartrain	Bethlehem Shipbuilding (Quincy)	-do-	29.11.27	16. 6.28	13.10.28	Gunfire French shore batteries and destroyer TYPHON Oran 8/11/42.
Y.56	LANDGUARD ex-Shoshone	General Engineering (Oakland)	-do-	.....	11. 9.30	10. 1.31	Returned USCG .././46; sold Madrigal (Manila) 6/10/49, arrived Colombo .././50 for scrapping.
Y.60	LULWORTH ex-Chelan	Bethlehem Shipbuilding (Quincy)	-do-	14.11.27	19. 5.28	5. 9.28	Returned USCG 12/2/46; sold 23/10/47.
Y.21	SENNEN	-do-	-do-	23. 5.28	11.10.28	24. 1.29	Returned USCG 27/3/46; sold 25/3/48.
Y.88	TOTLAND ex-Cayuga	United Drydock (Staten Island)	-do-	.....	7.10.31	22. 3.32	Returned USCG 2/5/46, MOCOMA (1946); sold 15/7/55.
Y.04	WALNEY ex-Sebago	General Engineering (Oakland)	-do-	.....	.....30	2. 9.30	Gunfire French shore batteries and destroyers ERPERVIER and TRAMONTANE Oran 8/11/42.

Minesweeping Sloops

Old “Hunt” class: (first group) TEDWORTH. (second group) ABERDARE, ABINGDON, ALBURY, ALRESFORD, BAGSHOT, DERBY, DUNDALK, DUNOON, ELGIN, FAREHAM, FERMOY, HARROW, HUNTLEY, LYDD, PANGBOURNE, ROSS, SALTASH, SALTBURN, SELKIRK, STOKE, SUTTON, WIDNES. (surveying vessels) FITZROY, FLINDERS, KELLETT. **Requisitioned:** DOOMBA.

Prior to the First World War little provision had been made for minesweeping, and the immediate demand had to be met by requisitioned fishing vessels. These deep draught and slow vessels were not suitable for all sweeping duties, so that the first purpose-built minesweepers were not put in hand until 1915. Although originally intended for minesweeping, the ensuing “Flower” class proved more useful in the vital escort role; so that the later (1916) “Hunt” class was designed to meet the essential shallow draught requirement to secure reasonable immunity in clearing coastal and estuarial waters. At first, shallow draught had only been considered compatible with paddle propulsion, but paddle wheels proved very vulnerable to mine damage; added to which was their loss of propulsive efficiency in adverse weather conditions, which necessitated a return to screw propulsion.

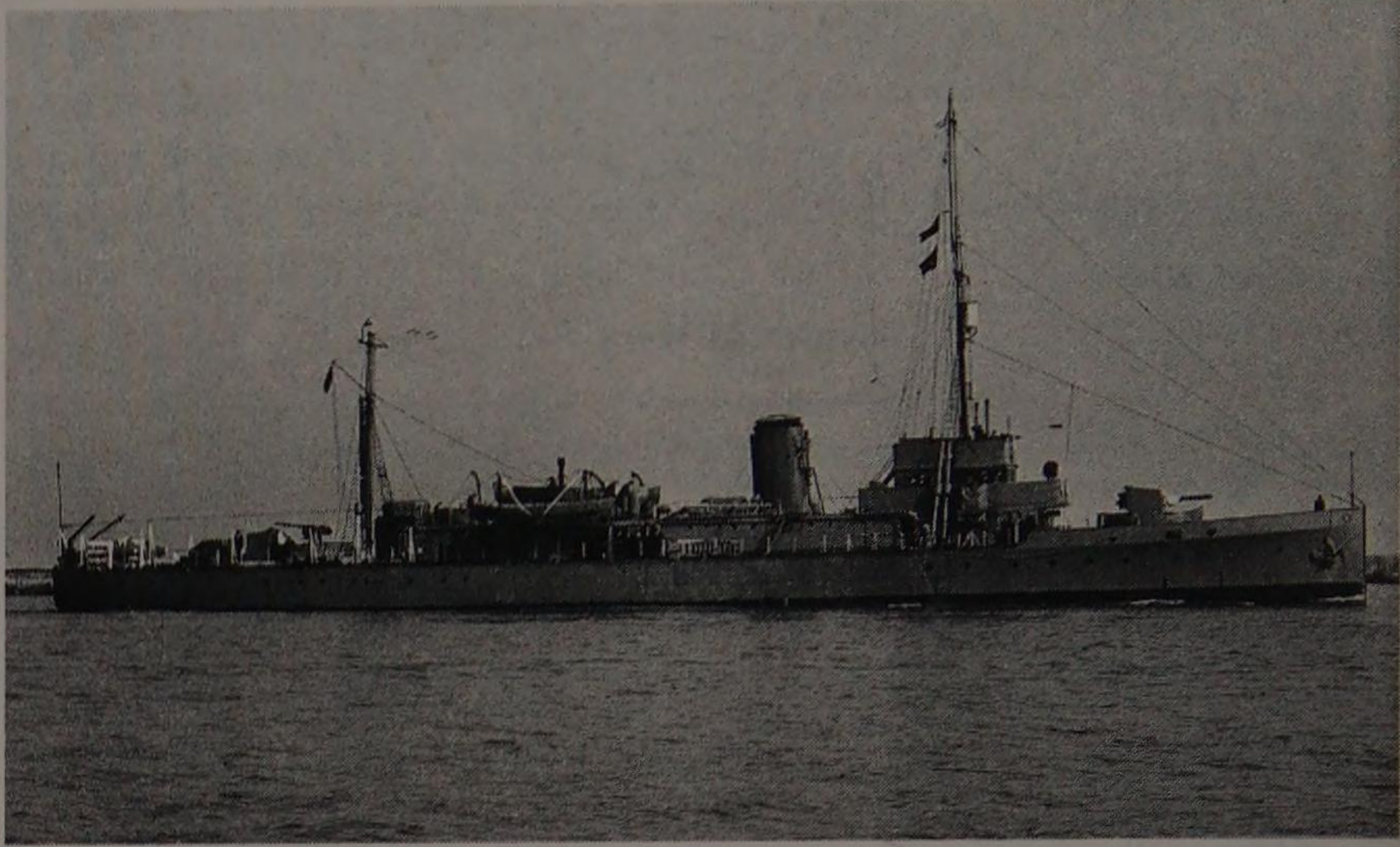
The first group (20 units) were designed by Ailsa Shipbuilding, and were slightly smaller than the Admiralty-designed second group that followed; and despite the low freeboard and limited bunker capacity they nevertheless proved capable of world-wide employment. Most of the second group were completed too late to see much service in the First World War, and the cessation of hostilities led to 35 being cancelled, some in an advanced stage of construction. Of the 88 units completed as minesweepers four were lost on active service, eight were sold-out commercially and one to the Royal Siamese Navy, one was converted into an RNVR drillship, and 52 others had been scrapped by the outbreak of the Second World War. A further six units had been converted into surveying vessels; of which one had been sold-out commercially, and two scrapped. The three surviving surveying vessels were all re-equipped for minesweeping, while a unit which had passed into commercial ownership—the *Wexford*—was acquired by the Royal Australian Navy to resume its former role.

In 1939 most were armed with a 4in gun forward and a 12pdr AA gun aft; but several lacked one, or both, guns. Initially, two machine guns (2×1) were added in the bridge wings; and later most had the forward 4in replaced by a 12pdr AA gun, and the machine guns replaced by 20mm AA guns; and finally two more 20mm AA (2×1) guns were added aft. Only the requisitioned *Doomba* had a single 40mm AA gun added aft.

Displacement: 710 tons (930 tons full load) except *Tedworth* 675 tons (885 tons full load).

Dimensions: 220 (pp)/231 (oa) × 28½ × 7½ (10¼ full load) feet except *Tedworth* 220 (pp)/231 (oa) × 28 × 7¼ (9½ full load) feet.

Machinery: Two Yarrow water-tube boilers (....lb/in²), two shafts, reciprocating (VTE cyl 13¼in:21¼in:34in × 21in stroke) IHP 2,200 = 16½ knots except *Tedworth* 1,800 = 16 knots.



Above and below: Pre-war views of the *Dunoon* (above) and *Pangbourne* (below) armed with a 4in gun forward, and a 6pdr gun aft; and the former remained unaltered up to the time of her early loss. (P. A. Vicary/Wright & Logan)



Bunkers & radius: Coal 185 tons except *Tedworth* 140 tons, 1,500nm @ 10k.

Armament: One 4in, one 12pdr AA guns.

Complement: 74.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ../4-6/16							
N.32	TEDWORTH	Simons (Renfrew)	Simons (Renfrew)	10.16	20. 6.17	26. 6.17	Sold T W Ward ../11/46, arrived Hayle ../46 for scrapping.
Ordered ../4-7/17							
N.49	ABERDARE	Ailsa Shipbuilding (Troon)	Ailsa Shipbuilding (Troon)	3. 9.17	29. 4.18	3.10.18	Sold Dohmen & Habets 13/3/47, arrived Belgium ../47 for scrapping.
N.23	ABINGDON	-do-	G Clark (Sunderland)	30.11.17	11. 6.18	6.11.18	Bombed Italian aircraft Kalkara Creek 1/4/42 & beached, bombed again 5/4/42, written-off as constructive total loss, scrapped in situ 1950.
N.41	ALBURY	-do-	Ailsa Shipbuilding (Troon)	25.12.17	21.11.18	17. 2.19	Sold Dohmen & Habets 13/3/47, arrived Belgium ../47 for scrapping.
N.06	ALRESFORD	-do-	Allen (Bedford)	30. 4.18	17. 1.19	26. 5.19	Sold Dohmen & Habets 13/3/47, arrived Belgium ../47 for scrapping.

N.57	BAGSHOT	Ardrossan Dry Dock	-do-	6.11.17	23. 5.18	1. 5.19	Accommodation ship MEDWAY II (1945), BAGSHOT (1946), mercantile (name unchanged – 1949); mined in tow off Corfu 1/9/51.
N.90	DERBY ex-Dawlish	Clyde Shipbuilding (Port Glasgow)	Clyde Shipbuilding (Port Glasgow)	27.12.17	9. 8.18	 9.18	Sold G McGrail 31/7/46, arrived Spain .././46 for scrapping.
N.60	DUNDALK	-do-	-do-	3. 6.18	31. 1.19	2. 5.19	Mined off Harwich 16/10/40 & foundered in tow following day.
N.52	DUNOON	-do-	-do-	26. 8.18	21. 3.19	19. 6.19	Mined off Great Yarmouth 30/4/40.
N.39	ELGIN ex-Troon	Simons (Renfrew)	Simons (Renfrew)	21. 5.18	3. 3.19	17. 3.19	Sold King 20/3/45, arrived Gateshead for scrapping.
N.89	FAREHAM	Dunlop Bremner (Port Glasgow)	Dunlop Bremner (Port Glasgow)	12.10.17	7. 6.18	1. 9.18	Accommodation ship ST ANGELO II (1944), FAREHAM (1945); sold T W Ward 24/8/48, arrived Hayle .././48 for scrapping.
N.40	FERMOY	Dundee Shipbuild- ing	Cooper & Greig (Dundee)	17.12.17	5. 2.19	23. 7.19	Bombed Italian aircraft Valletta 30/4/41, again bombed 4/5/41 & written-off as constructive total loss, scrapped 19...
.....	IRWELL ex-Goole, ex- Bridlington	Ayrshire Dockyard (Irvine)	.....	..... 3.18	12. 8.19	.....	Hulked incomplete RNVR drillship (1926); sold Lacmot .././62, arrived Liverpool ../11/62 for scrapping.
N.60	HARROW	Eltringham (South Shields)	Wallsend Slipway	15. 1.18	30. 7.18	23.10.18	Sold J Dacoutios ../8/47, arrived Genoa .././47 for scrapping.
N.56	HUNTLEY ex-Helmsdale	-do-	Eltringham (South Shields)	12. 4.18	18. 1.19	22. 5.19	Bombed German aircraft 30 miles west of Mersa Matruh 31/1/41
N.44	LYDD ex-Lydney	Fairfield (Govan)	Fairfield (Govan)	13.11.17	4.12.18	18.12.19	Sold Dohmen & Habets 13/3/47, arrived Belgium .././.. for scrapping.
N.37	PANGBOURNE ex-Padstow	Lobnitz (Renfrew)	Lobnitz (Renfrew)	19. 9.17	20. 3.18	8. 5.18	Sold Dohmen & Habets 13/3/47, arrived Belgium .././47 for scrapping.
J.03	FITZROY ex-Pinner, ex- Portreath	-do-	-do-	29. 5.18	15. 4.19	7. 7.19	Training ship (1939), minesweeper (1940); mined 40 miles east-north-east of Great Yarmouth 27/5/42.
J.04	FLINDERS ex-Radley	-do-	-do-	4. 7.18	26. 8.19	31.10.19	Accommodation ship (1940); sold R Sole .././45, arrived Falmouth ../8/45 for scrapping.
N.45	ROSS ex-Ramsey	-do-	-do-	18.11.18	12. 6.19	29. 8.19	Sold Dohmen & Habets 13/3/47, arrived Belgium .././47 for scrapping.
N.62	SALTASH	Murdock & Murray (Port Glasgow)	Yarrow (Scotstoun)	5. 9.17	25. 7.18	31.10.18	Sold Dohmen & Habets 13/3/47, arrived Belgium .././47 for scrapping.
N.52	SALTBURN	-do-	-do-	29. 1.18	9.10.18	31.12.18	Grounded off Horse Sand Fort 26/10/45 & written-off as constructive total loss, sold Gifford Bude 16/11/46, wrecked in tow Hartland Point ../12/46.
N.18	SELKIRK	-do-	Rowan (Glasgow)	5. 3.18	2.12.18	17. 3.19	Sold Dohmen & Habets 17/5/47, arrived Belgium .././47 for scrapping.
N.33	STOKE ex-Southwold	Rennoldson (South Shields)	Shields Engineering (South Shields)	25.11.17	8. 7.18	30.10.18	Bombed German aircraft off Tobruk 7/5/41.
N.78	SUTTON ex-Salcombe	McMillan (Dumbar- ton)	Yarrow (Scotstoun)	6. 7.17	8. 5.18	23. 8.18	Sold Dohmen & Habets ../7/47, arrived Belgium .././47 for scrapping.
J.05	KELLETT ex-Uppingham	Simons (Renfrew)	Simons (Renfrew)	26. 8.18	31. 5.19	13. 6.19	Sold Young 20/3/45, arrived Sunderland .././45 for scrapping.
N.55	WIDNES ex-Withernsea	Napier & Miller (Glasgow)	Rowan (Glasgow)	29.10.17	28. 6.18	17. 9.18	Bombed German aircraft Suda Bay 15 & 20/5/41, beached & abandoned, salvaged & German sloop 12.V4 (19..), Uj.2109 (19..), gunfire RN destroyers ECLIPSE, FAULKNOR & RHN destroyer QUEEN OLGA 17/10/43.
Requisitioned ../9/39							
J.01	DOOMBA ex-Wexford	Simons (Renfrew)	Allen (Bedford)	19	10.10.19	23.10.19	RAN, mercantile oil barge (1947), hulked (1970); scuttled off Sydney 8/12/76.
Requisitioned ../12/39							
FY.1723	FORDE ex-Ford, ex- Fleetwood	Dunlop Bremner (Port Glasgow)	G Clark (Sunderland)	2. 3.18	19.10.18	12.18	Salvage vessel (1939); retroceded ../3/47.

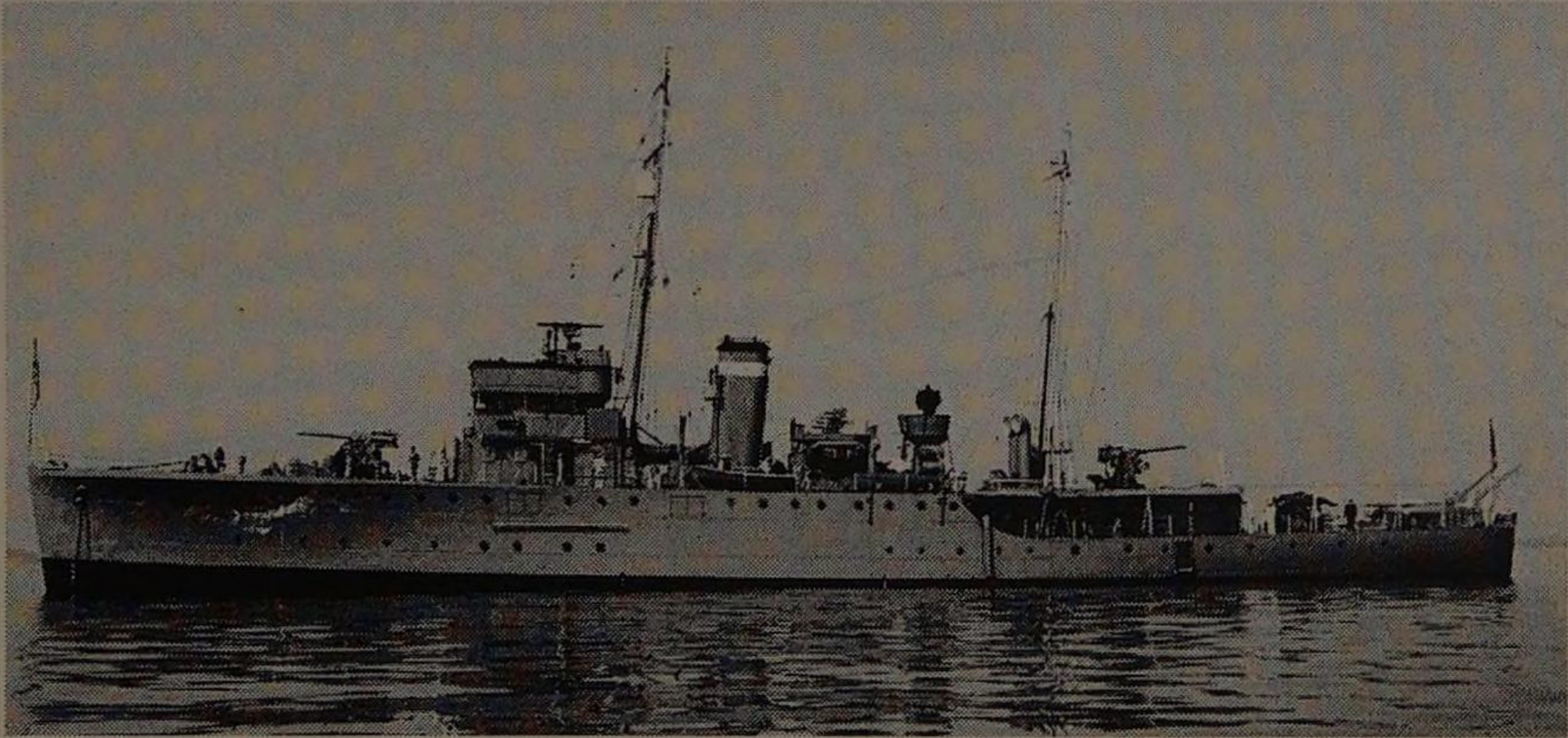
“Halcyon” class (reciprocating): HALCYON, HARRIER, HUSSAR, *NIGER, *SALAMANDER, SKIPJACK (i), SPEEDWELL.

“Halcyon” class (turbine): †BRAMBLE, †BRITOMART, FRANKLIN, ‡GLEANER, *GOSSAMER, ‡HAZARD, ‡HEBE, ‡JASON, *LEDA, *SEAGULL, SCOTT, ‡SHARPSHOOTER, †SPEEDY, †SPHINX.

Although the original intention of the sloop replacement programme was to provide a dual-purpose escort/minesweeper it was soon appreciated that the escort sloop would continue to increase in size, and would so prove an un-

economic minesweeper design. Also, sloops were being provided in too small numbers for any to be spared for minesweeping. Consequently, a separate minesweeper replacement programme was initiated in 1931 so that some economy could be effected in unit size, as a minesweeping sloop did not need the armament or radius of action of the escort sloop.

By the nature of its work the minesweeper had to be as small as possible to secure handiness and a shallow draught, and it was so hampered while engaged in sweeping that there was little point in providing other than a basic defensive armament. For protection, the minesweeper relied on cover provided by other warships and/or aircraft. The policy when attacked was not to slip the sweep, but to keep sweeping as long as possible depending on the effectiveness of the surface and/or air cover provided.



As a result the *Halcyon* was some 20ft shorter and displaced some 175 tons less than the contemporary *Grimshy*, mounted a 4in AA forward and a 4in LA aft (see *Note 3*), and proved a thoroughly satisfactory vessel. The first group had reciprocating engines as conservative opinion regarded this as the most suitable machinery in view of the frequent changes of speed, but the following second group all received turbines with no loss of efficiency. The second group also shipped the after 4in gun on an HA mounting, and had a multiple machine gun added abaft the funnel. This was the dual-pur-

Left: There was no external difference between the *Harrier* (top) which had reciprocating engines, and the *Leda* (centre) and *Seagull* (bottom) which had turbine machinery; but both the latter did mount a multiple AA machine gun aft of the funnel, and had a 4in AA in lieu of the former's 4in LA gun aft. The *Seagull* was also the first all-welded vessel for the Royal Navy. (P. A. Vicary)

pose concept in reverse, as stripped of sweeping gear and fitted with depth charges in lieu they could be utilised for escort work, and were so employed frequently during the war.

The *Gleaner*, *Franklin*, *Jason*, and *Scott* were completed as surveying vessels, and the *Sharpshooter* and *Seagull* were converted to this role. They all reverted to minesweepers on the outbreak of war, but retained the surveying chartroom aft; and so only mounted a 12pdr AA gun forward. The *Seagull* was the first all-welded vessel built for the Royal Navy.

Early in the war some units used for escort work—such as the *Britomart* and *Seagull*—had multiple machine guns added on each side of the bridge, the rangefinder replaced by an HA.DCT, the multiple machine guns amidships were taken out, and two 20mm AA (2×1) were added on the quarter-deck. War modifications, however, were otherwise mainly limited to the addition of two 20mm AA (2∞1) guns in the bridge wings, SW.271 RDF replaced the rangefinder on the bridge, the multiple machine gun—where fitted—was taken out together with the mainmast, and in some units the after 4in AA gun was also replaced by two 20mm AA (2×1) guns.

Reciprocating group

- Displacement:** 815 tons (1,370 except * 1,330 tons full load).
- Dimensions:** 230 (pp)/245¾ except * 245¼ (oa) × 33½ ×d/6¾ (8¼ full load) feet.
- Machinery:** Two Admiralty 3-drum boilers (250lb/in²), two shafts, reciprocating (VC cyl 12½in: 20½in (2) × 21in stroke except * (VTE cyl ...in:...in:...in × ...in stroke) IHP 1,770 = 16½ knots except * IHP 2,000 = 17 knots.
- Bunkers & radius:** O.F. 243 tons, 7,200/4,800nm @ 10/15k.
- Armament:** One 4in, one 4in AA, eight .303in GP machine (8×1) guns except * two 4in AA (2×1), four .5in AA (4×1), eight .5in GP machine (8×1) guns.
- Complement:** 80.

Turbine group

- Displacement:** 815 tons (1,290 except † 1,330 tons full load) except ‡ 830/835 tons (1,350 tons full load) except * 875 tons (1,330 tons full load).
- Dimensions:** 230 (pp)/245¼ (oa) × 33½ ×d/7¼ (8¾ except * 9 full load) feet.
- Machinery:** Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 1,750 = 16½ knots.
- Bunkers & radius:** O.F. 252 tons, 6,000/4,800nm @ 10/15k.
- Armament:** Two 4in AA (2×1), four .5in AA (1×4), four .303in GP machine (4×1) guns.
- Complement:** 80.

Note 3: The designed armament was two 4in AA guns, but a shortage of AA mountings resulted in an old destroyer LA being substituted for the after gun.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 3/11/32							
N.42	HALCYON	J Brown (Clydebank)	J Brown (Clydebank)	27. 3.33	20.12.33	18. 4.34	Sold T W Ward 19/4/50, arrived Milford Haven 29/4/50 for scrapping.
N.38	SKIPJACK (i)	-do-	-do-	4. 4.33	18. 1.34	3. 5.35	Bombed German aircraft off Dunkerque 1/6/40.
Ordered 23/2/33							
N.71	HARRIER	Thornycroft (Woolston)	Thornycroft (Woolston)	11. 7.33	17. 4.34	9.11.34	Sold J J King 6/6/50, arrived Gateshead .../50 for scrapping.
N.82	HUSSAR	-do-	-do-	10. 8.33	27. 8.34	16. 1.35	Rocketed in error by RAF aircraft 12nm north-west of Cape d'Antifer 27/8/44.
Ordered 2/3/34							
N.87	SPEEDWELL	Hamilton (Port Glasgow)	Beardmore (Dalmuir)	20.6.34	21. 3.35	30. 9.35	Mercantile <i>Topaz</i> (1946); sold Dutch shipbreaker & wrecked en route Netherlands 11/5/54, salvaged & scrapped Dordrecht .../5/54.

Ordered 5/2/35

N.73	NIGER (i)	White (Cowes)	White (Cowes)	1. 4.35	29. 1.36	4. 6.36	Mined off Iceland 6/7/42.
N.86	SALAMANDER	-do-	-do-	18. 4.35	24. 3.36	18. 7.36	Rocketed in error by RAF aircraft 12nm north-west of Cape d’Antifer 27/8/44 & written-off as constructive total loss, sold Hughes Bolckow 15/12/46, arrived Blyth 7/5/47 for scrapping.

Ordered 2/3/36

N.24	HEBE	Devonport Dockyard	White (Cowes)	27. 4.36	28.10.36	23.10.37	Mined off Bari 22/11/43.
N.68	SHARPSHOOTER	-do-	-do-	8. 6.36	10.12.36	17.12.37	Surveying vessel SHACKLETON (1953); sold West of Scotland Shipbreaking 3/11/65, arrived Troon 20/11/65 for scrapping.

Ordered 13/3/36

N.02	HAZARD	Gray (West Hartlepool)	Central Marine Engine Works (West Hartlepool)	27. 5.36	26. 2.37	24.11.37	Sold T W Ward 22/4/49, arrived Grays .././49 for scrapping.
N.83	GLEANER	-do-	-do-	17. 6.36	10. 6.37	30. 3.38	Sold T W Ward 20/4/50, arrived Preston 14/5/50 for scrapping.

Ordered 1/7/36

N.93	LEDA	Devonport Dockyard	Richardson Westgarth (West Hartlepool)	16.11.36	8. 6.37	19. 5.38	Torpedoed German submarine U.435 Greenland Sea 20/9/42.
N.85	SEAGULL	-do-	-do-	15. 2.37	28.10.37	30. 5.38	Surveying ship (1945); sold Demmelweek & Redding .././56, arrived Plymouth ../5/56 for scrapping.

Ordered 16/7/36

N.63	GOSSAMER	Hamilton (Port Glasgow)	Stephen (Linthouse)	16. 7.36	5.10.37	31. 3.38	Bombed German aircraft Kola Inlet 24/6/42.
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Ordered 4/9/36

N.84	FRANKLIN	Ailsa (Troon)	Thornycroft (Woolston)	17.12.36	22.12.37	17. 8.38	Surveying vessel (1953); sold Clayton & Davie .././56, arrived Dunston ../2/56 for scrapping.
N.99	JASON	-do-	-do-	12.12.36	6.10.37	9. 6.38	Mercantile <i>Jaslock</i> (1946); sold T W Ward .././50, arrived Grays .././50 for scrapping.

Ordered 12/4/37

N.79	SCOTT	Caledon (Dundee)	Parsons (Wallsend)	30. 8.37	23. 8.38	23. 2.39	Surveying vessel (1953); sold West of Scotland Shipbreaking 24/6/65, arrived 3/7/65 for scrapping.
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Ordered 1/8/37

N.11	BRAMBLE	Devonport Dockyard	Barclay Curle (Whiteinch)	22.11.37	12. 7.38	22. 6.39	Gunfire German cruiser ADMIRAL HIPPER & destroyer Z.16 Barents Sea 31/12/42.
N.22	BRITOMART	-do-	-do-	1. 1.38	23. 8.38	24. 8.39	Rocketed in error by RAF aircraft 12nm north-west of Cape d’Antifer 27/8/44.

Ordered 26/8/37

N.17	SPEEDY	Hamilton (Port Glasgow)	White (Cowes)	1.12.37	24.11.38	7. 4.39	Mercantile <i>Speedon</i> (1946); scrapped Aden .././57.
N.69	SPHINX	-do-	-do-	17. 1.38	7. 2.39	27. 7.39	Bombed German aircraft 15nm north of Kinnairds Head 3/2/40 & wreck washed ashore 1½nm north of Lybster; salvaged British Iron & Steel ../5/40 & scrapped.

“Bangor” class (diesel): (RN group) BANGOR, BLACKPOOL, BRIDLINGTON, BRIDPORT. (RCN group) BROCKVILLE, DIGBY, ESQUIMALT, GRANBY, LACHINE, MELVILLE, NORANDA, TRANSCONA, TROIS RIVIÈRES, TRURO.

“Bangor” class (turbine): (RN group) *ARDROSSAN, BEAUMARIS, *BOOTLE, BOSTON, *BRIXHAM, CLACTON, CROMARTY, *DORNOCH, DUNBAR, HYTHE, ILFRACOMBE, LLANDUDNO, LYME REGIS, POLRUAN, POOLE, ROTHESAY, RYE, TENBY, ‡WHITEHAVEN, ‡WORTHING. (RIN group) BALUCHISTAN, CARNATIC, KATHIAWAR, KHYBER, KUMAON, ROHILKAND.

“Bangor” class (reciprocating): (RN group) BAYFIELD, BLYTH, BUDE, CANSO, CARAQUET, CROMER, EASTBOURNE, FELIXSTOWE, FRASERBURGH, GUYSBOROUGH, INGONISH, LOCKEPORT, PARRSBOROUGH, PETERHEAD, QUALICUM, RHYL, ROMNEY, SEAHAM, SHIPPIGAN, SIDMOUTH, STORNOWAY, WEDGEPORT. (RCN group) BELLECHASSE,

BLAIRMORE, BURLINGTON, CHEDABUCTO, CHIGNECTO, CLAYOQUOT, COURTNEY, COWICHAN, DRUMMONDVILLE, FORT WILLIAM, FORT YORK, GANANOQUE, GEORGIAN, GODERICH, GRANDMÈRE, KELOWNA, KERONA, KENTVILLE, MAHONE, MALPEQUE, MEDICINE HAT, MILLTOWN, MINAS, MIRAMICHI, MULGRAVE, NIPIGON, OUTARDE, PORT HOPE, QUATSINO, QUINTE, RED DEER, SARNIA, STRATFORD, SWIFT CURRENT, TADOUSSAC, THUNDER, UNGAVA, VEGREVILLE, WASAGA, WESTMOUNT. (Hong Kong group) LANTAU, LYEMUN, TAITAM, WAGLAN. (RIN group) BIHAR, DECCAN, KONKAN, MALWA, OUDH, ORISSA, RAJPUTANA.

Faced with critical shortages in most categories pre-war the Royal Navy realistically faced up to numerical deficiencies in the escorting and mine-sweeping flotillas by drawing up simple designs capable of rapid production by shipyards not necessarily experienced in naval work. This essentially entailed the minimum size, speed, and armament consistent with intended duty: all of which were reflected in the design of this class, which was cast round the basic requirement of being able to sweep at 12 knots. The resulting ship was some 70ft shorter than the *Halcyon*, and consequently had a rather full

hull form; and except for a square bridge block, a short funnel, and pole masts was devoid of any other superstructure. A 12pdr AA gun was mounted forward—a 4in gun initially shipped in some was only briefly retained—and a 2pdr AA or a multiple machine gun aft. Of the first 20 British units ordered pre-war ten were powered by geared turbines, six by reciprocating machinery, and four by diesel engines: and indicated the awareness of providing alternatives to turbine propulsion.

Although most Dominion and Colonial shipyards—with very few exceptions—had not specialised in naval construction, the simple design was capable of being produced in Canada, Hong Kong, and India. All adopted reciprocating machinery—that for the Indian units being supplied by the U.K.—except that ten Canadian vessels were powered by American diesel engines. Geared turbines were installed in most of the British orders subsequently placed under the war programmes.

All four units building in Hong Kong were captured incomplete on the stocks by the Japanese, and were later incorporated into the Imperial Navy. Of the 50 units built in Canada with reciprocating machinery ten were for the Royal Navy, but six were loaned on completion to the Royal Canadian Navy for the duration of the war; while nine British units—three with reciprocating and six with turbine machinery—were transferred to the Royal Indian Navy.

Initial war modifications included the addition of two 20mm AA (2×1) guns in the bridge wings, a 2pdr AA replaced the multiple machine gun (where shipped), AW.286 RDF was fitted (in most) at the masthead, and the short mainmast was taken out. Later, a third 20mm AA or a twin 20mm AA mounting replaced the 2pdr AA gun aft (in some); and two extra 20mm AA (2×1) were added at the break of the fo’c’sle.

Despite their small size the “Bangor” class saw service all over the world, and proved very satisfactory within their limitations. They were straight wire sweepers, and could not accommodate the extra equipment required to cope with the influence mines that were later introduced. As the requirements for wire sweeping diminished towards the end of the war, some reciprocating-engined units—such as *Seaham*, *Stornoway*, etc,—were adapted for towing.

The tow hook replaced the after AA gun, and an extensive framework of rope guards was built from the break of the fo’c’sle to the stern so that the tow rope would ride clear of deck obstructions.

Diesel “Bangor” class

Displacement: 592 tons (RCN group)/605 tons (RN group) (770 tons full load).

Dimensions: 162 (pp)/174 (oa) × 28 × 8¼ (10½ full load) feet.

Machinery: Two shafts, 9cyl (bore 290mm × 490mm stroke) diesel engines BHP 2,000 = 16 knots.

Bunkers & radius: O.F. 160 tons,nm @ ...k.

Armament: One 4in, one 2pdr AA guns (RCN group) or one 12pdr AA, four .5in AA (1×4) guns (RN group).

Complement: 60.

Reciprocating “Bangor” class

Displacement: 673 tons (860 tons full load).

Dimensions: 171½ (pp)/189 (oa) × 28½ × 8¼ (10½ full load) feet.

Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, reciprocating (VTE cyl 15in:25in:40in × 24in stroke) IHP 2,400 = 16 knots.

Bunkers & radius: O.F. 160 tons, 2,800nm @ 10k.

Armament: One 12pdr AA, one 2pdr AA or four .5in AA (1×4) guns.

Complement: 60 (RN group)/70 (RCN group)/87 (RIN group).

Turbine “Bangor” class

Displacement: 656 tons (820 tons full load).

Dimensions: 165½ (pp)/174 (oa) × 28½ × 8¼ (10¼ full load).

Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons except * Metrovick-Curtis and ‡ BTH SR geared turbines SHP 2,000 = 16 knots.

Bunkers & radius: O.F. 160 tons, 2,800nm @ 10k.

Armament: One 12pdr AA, one 2pdr AA guns.

Complement: 60.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 6/7/39							
J.65	BRIDLINGTON	Denny (Dumbarton)	Harland & Wolff (Govan)	11. 9.39	29. 2.40	28. 9.40	RAF (name unchanged – 1946); sold Demmelweek & Redding 6/5/58, arrived Plymouth .././58 for scrapping.
J.50	BRIDPORT	-do-	-do-	11. 9.39	29. 2.40	28.11.40	RAF CAWLEY (1946); sold Demmelweek & Redding 6/5/58, arrived Plymouth .././58 for scrapping.
Ordered 12/7/39							
J.00	BANGOR	Harland & Wolff (Belfast)	Harland & Wolff (Govan)	19. 9.39	23. 5.40	7.11.40	RNN GLOMMA (1946); stricken 1/12/61 & scrapped.
J.27	BLACKPOOL	-do-	-do-	19. 9.39	4. 7.40	3. 2.41	RNN TANA (1946); stricken 1/5/61 & scrapped.
Ordered ../8–12/40							
J.270	BROCKVILLE	Marine Industries (Sorel)	Dominion Engineering (Montreal)	9.12.40	20. 6.41	19. 9.42	RCMP MACLEOD (1945), RCN BROCKVILLE (1950); scrapped 1961.
J.267	DIGBY	Davie (Levis)	-do-	20. 3.41	5. 6.42	26. 7.42	RCMP PERRY (1945) cancelled; scrapped 1956/57.
J.272	ESQUIMALT	Marine Industries (Sorel)	-do-	20.12.40	8. 8.41	26.10.42	Torpedoed German submarine U.190 5 miles off Chedabucto 16/4/45.
J.264	GRANBY	Davie (Levis)	-do-	17.12.40	9. 6.41	2. 5.42	RCMP COLONEL WHITE (1945) cancelled, diving tender (1953); scrapped 1956/57.
J.266	LACHINE	-do-	-do-	27.12.40	14. 6.41	20. 6.42	RCMP STARNES (1945) cancelled, mercantile (name unchanged – 1945); sold
J.263	MELVILLE	-do-	-do-	17.12.40	7. 6.41	4.12.41	RCMP CYGNUS (1945); scrapped 1961.
J.265	NORANDA	-do-	-do-	27.12.40	13. 6.41	15. 5.42	RCMP IRVINE (1945), mercantile <i>Miriana</i> (1962); foundered Montego Bay ../5/71.
J.271	TRANSCONA	Marine Industries (Sorel)	-do-	18.12.40	26. 4.41	25.11.42	RCMP FRENCH (1945); sold 2/2/61 & scrapped.
J.269	TROIS RIVIÈRES	-do-	-do-	9.12.40	30. 6.41	12. 8.42	RCMP MACBRIEN (1945); scrapped 1960.
J.268	TRURO	Davie (Levis)	-do-	20. 3.41	5. 6.42	12. 8.42	RCMP HERCHMER (1945), mercantile <i>Gulf Mariner</i> (1947); scrapped 1964.
Ordered 6/7/39							
J.15	BLYTH	Blyth Shipbuilding	Whites Marine Engineering (Hebburn)	11. 1.40	2. 9.40	17. 6.41	Mercantile <i>Radbourne</i> (1948) conversion cancelled; scrapped ../11/52.

J.59	PETERHEAD	-do-	-do-	15. 2.40	31.10.40	11. 9.41	Wrecked Home waters 8/6/44, salvaged & sold G Hayes 1/1/48, arrived Pembroke Dock ../5/48 for scrapping.
Ordered 28/8/39							
J.36	RHYL	Lobnitz (Renfrew)	Lobnitz (Renfrew)	23.11.39	21. 6.40	9.11.40	Sold J J King 28/9/48, arrived Gateshead ../48 for scrapping.
J.77	ROMNEY	-do-	-do-	27. 2.40	3. 8.40	12.12.40	Sold Granton Shipbreakers 18/1/50, arrived Granton ../50 for scrapping.
J.47	SIDMOUTH	Robb (Leith)	G Plenty (Newbury)	11. 6.40	15. 3.41	4. 8.41	Sold Metal Industries 18/1/50, arrived Charlestown ../50 for scrapping.
J.31	STORNOWAY	-do-	-do-	17. 7.40	10. 6.41	17.11.41	REN MATRUH (1946); sold
Ordered 9/9/39							
J.116	BUDE	Lobnitz (Renfrew)	Lobnitz (Renfrew)	2. 4.40	4. 9.40	12. 2.41	REN NASR (1946); sold
J.128	CROMER	-do-	-do-	16. 5.40	7.10.40	4. 4.41	Mined Eastern Mediterranean 9/11/42.
J.127	EASTBOURNE	-do-	-do-	29. 6.40	5.11.40	26. 5.41	Sold Clayton & Davie 28/9/48, arrived Dunston ../48 for scrapping.
J.126	FELIXSTOWE	-do-	-do-	8. 8.40	15. 1.41	11. 7.41	Mined off Sardinia 18/12/43.
J.124	FRASERBURGH	-do-	-do-	9. 9.40	12. 5.41	23. 9.41	Sold Stockton Shipping & Salvage 1/1/48, arrived Thornaby ../3/48 for scrapping.
J.123	SEAHAM	-do-	-do-	15.10.40	16. 6.41	19.12.41	Mercantile <i>Chinthe</i> (1947); sold
Ordered ../1-4/40							
J.170	BELLECHASSE	Burrard Dry Dock (North Vancouver)	Burrard Dry Dock (North Vancouver)	16. 4.41	20.10.41	13.12.41	RCN; sold 1946 mercantile conversion abandoned & scrapped.
J.250	BURLINGTON	Dufferin (Toronto)	Montreal Locomotive Works	4. 7.40	23.11.40	6. 9.41	RCN; sold T Harris ../46, arrived Barbour ../46 for scrapping.
J.168	CHEDABUCTO	Burrard Dry Dock (North Vancouver)	Burrard Dry Dock (North Vancouver)	24. 1.41	14. 4.41	27. 9.41	RCN; collision mercantile <i>Lord Kelvin</i> 30 miles south of Rimouski 21/10/43.
J.160	CHIGNECTO	North Van Ship Repairs	Canadian Allis-Chalmers (Montreal)	11. 9.40	12.12.40	31.10.41	RCN; sold 1946 mercantile conversion abandoned & scrapped 1949.
J.146	COWICHAN	-do-	-do-	24. 4.40	9. 8.40	4. 7.41	RCN; mercantile (name unchanged - 1946); sold
J.174	ESPERANZA	Prince Rupert Dry Dock	-do-	20. 6.40	3.10.40	22. 8.41	RCN, CLAYOQUOT (1940); torpedoed German submarine U.806 3 miles off Sambro lightship 24/12/44.
J.144	GEORGIAN	Dufferin (Toronto)	-do-	10.10.40	28. 1.41	23. 9.41	RCN; scrapped 1946.
J.139	MAHONE	North Van Ship Repairs	-do-	13. 8.40	14.11.40	29. 9.41	RCN, Turkish Navy BEYLERBEYI (1958); scrapped 1972.
J.148	MALPEQUE	-do-	-do-	24. 4.40	5. 9.40	4. 8.41	RCN, sold Marine Industries ../2/59, arrived Sorel ../59 for scrapping.
J.165	MINAS	Burrard Dry Dock (North Vancouver)	-do-	18.10.40	22. 1.41	2. 8.41	RCN, sold Todd Shipyards ../8/58, arrived Seattle 20/8/59 for scrapping.
J.169	MIRAMICHI	-do-	-do-	11. 3.41	2. 9.41	26.11.41	RCN, sold 1946 mercantile conversion abandoned & scrapped Vancouver 1949.
J.154	NIPIGON	Dufferin (Toronto)	-do-	4. 7.40	1.10.40	11. 8.41	RCN, Turkish Navy BAFRA (1957); scrapped 1972.
J.161	OUTARDE	North Van Ship Repairs	-do-	15.10.40	27. 1.41	4.12.41	RCN, mercantile <i>Content</i> (1946), <i>Ping Hsin</i> (1946); scrapped ca1950.
J.152	QUATSINO	Prince Rupert Dry Dock	-do-	20. 6.40	9. 1.41	3.11.41	RCN, mercantile <i>Concord</i> (1946), <i>Chen Hsin</i> (1946); scrapped ca1950.
J.166	QUINTE	Burrard Dry Dock (North Vancouver)	-do-	14.12.40	8. 3.41	30. 8.41	RCN, sold Dominion Steel 4/8/47, arrived Sydney (NS) ../47 for scrapping.
J.156	THUNDER	Dufferin (Toronto)	-do-	4.12.40	19. 3.41	14.10.41	RCN, sold Marine Industries ../47, arrived Sorel ../47 for scrapping.
J.149	UNGAVA	North Van Ship Repairs	-do-	24. 4.40	9.10.40	5. 9.41	RCN, sold T Harris ../47, arrived Barbour ../47 for scrapping.
J.162	WASAGA	Burrard Dry Dock (North Vancouver)	-do-	3. 9.40	23. 1.41	30. 6.41	RCN, sold Marine Industries ../47, arrived Sorel ../47 for scrapping.
Ordered ../8-12/40							
J.262	COURTENAY	Prince Rupert Dry Dock	.....	28. 1.41	2. 8.41	21. 3.42	RCN, sold 3/4/46 mercantile conversion abandoned & scrapped.
J.253	DRUMMOND-VILLE	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	10. 1.41	21. 5.41	30.10.41	RCN, mercantile <i>Fort Albany</i> 1948); lost collision off Sorel 8/12/63, salvaged 1964 & scrapped.
J.259	GANANOQUE	Dufferin (Toronto)	Montreal Locomotive Works	15. 1.41	23. 4.41	8.11.41	RCN, sold Marine Industries ../2/59, arrived Sorel ../59 for scrapping.
J.260	GODERICH	-do-	-do-	15. 1.41	14. 5.41	23.11.41	RCN, sold Marine Industries ../2/59, arrived Sorel ../59 for scrapping.
J.258	GRANDMÈRE	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	2. 6.41	21. 8.41	11.12.41	RCN, mercantile <i>Elda</i> (1950), <i>Jacks Bay</i> (1951); sold
J.261	KELOWNA	Prince Rupert Dry Dock	Canadian Allis-Chalmers (Montreal)	27.12.40	28. 5.41	5. 2.42	RCN, mercantile <i>Condor</i> (1946), <i>Hung Hsin</i> (1946); scrapped ca1950.
J.256	MEDICINE HAT	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	10. 1.41	25. 6.41	4.12.41	RCN, Turkish BIGA (1957); scrapped 1963.
J.255	RED DEER	-do-	-do-	10. 1.41	5.10.41	24.11.41	RCN, sold Marine Industries ../2/59, arrived Sorel ../59 for scrapping.

J.254	SWIFT	-do-	-do-	10. 1.41	29. 5.41	11.11.41	RCN, Turkish Navy BOZCAADA (1958); scrapped 1971.
	CURRENT						
J.257	VEGREVILLE	-do-	-do-	2. 6.41	7.10.41	10.12.41	RCN, sold T W Ward .././47, arrived Hayle ../5/47 for scrapping.
Ordered 24/8/40							
J.200	CLYDEBANK	Lobniz (Renfrew)	Lobnitz (Renfrew)	15. 5.41	20.11.41	14. 3.42	RIN ORISSA (1942); scrapped 1949.
J.197	LYME REGIS (i)	-do-	-do-	21. 6.41	31.12.41	30. 4.42	RIN RAJPUTANA (1942); scrapped 1961.
Ordered 27/9/40							
J.208	BEAULIEU	Hong Kong & Whampoa Dock	.....	22. 7.41	 2.43	20. 8.43	LANTUA (1941), captured incomplete Hong Kong ../12/41, mercantile <i>Gyosei Maru</i> (1943), <i>Kagoshima Maru</i> (1945); scrapped ca1950.
J.209	LOOE	-do-	.....	22. 7.41	42	2. 3.43	LYEMUN (1941), captured incomplete Hong Kong ../12/41, IJN gunboat NANYO (1943); bombed American aircraft Formosa Strait 23/12/43.
J.210	PORTLAND	Taikoo Dockyard (Hong Kong)	.....	12. 7.41	20. 2.43	44	TAITAM (1941), captured incomplete Hong Kong ../12/41, IJN minesweeper No. 101 (1944); bombed USN aircraft Task Force 38 south-west of Cape Padaran 10/3/45.
J.211	SEAFORD	-do-	.....	12. 7.41	20. 3.43	28. 9.44	WAGLAN (1941), captured incomplete Hong Kong ../12/41, IJN minesweeper No. 102 (1944), RN (1947); scrapped Uraga 1948.
Ordered 14/10/40							
J.247	BIHAR	Garden Reach (Calcutta)	Lobnitz (Renfrew)	7. 6.41	7. 7.42	29. 2.44	RIN; scrapped 1949.
J.245	ODUH	-do-	-do-	7. 6.41	3. 3.42	21.10.43	RIN, RPN DACCA (1947); sold 22/1/59 & scrapped.
Ordered 28/11/40							
J.08	BAYFIELD	North Van Ship Repairs	Canadian Allis-Chalmers (Montreal)	30.12.40	26. 5.41	26. 2.43	RCN (1941/45); sold J J King 1/1/48, arrived Gateshead .././48 for scrapping.
J.21	CANSO	-do-	-do-	30.12.40	9. 6.41	6. 3.42	RCN (1941/45); sold T Young 1/1/48, arrived Sunderland .././48 for scrapping.
J.38	CARAQUET	-do-	-do-	31. 1.41	2. 6.41	2. 4.42	RCN (1942/45), Portuguese Navy ALMIRANTE LACERDA (1946); scrapped 1975.
J.52	GUYSBOROUGH	-do-	-do-	28. 5.41	21. 7.41	22. 4.42	RCN (1942); torpedoed German submarine U.878 off Ouessant 17/3/45.
J.69	INGONISH	-do-	-do-	6. 6.41	30. 7.41	8. 5.42	RCN (1942/45); sold Clayton & Davie 1/1/48, arrived Dunston .././48 for scrapping.
J.100	LOCKEPORT	-do-	Canadian Allis-Chalmers (Lachine)	17. 6.41	22. 8.41	27. 5.42	RCN (1942/45); sold C W Dorkin 1/1/48, arrived Gateshead ../2/48 for scrapping.
J.119	MINGAN	Dufferin (Toronto)	Montreal Locomotive Works	26. 2.41	24. 8.41	27. 2.42	FORT YORK (1941); Portuguese Navy COMANDANTE ALMEIDA CARVALHO (1950); sold
J.117	PARRS-BOROUGH	-do-	-do-	19. 5.41	26. 6.41	27. 5.42	Sold R Hayes 1/1/48, arrived Pembroke Dock .././48 for scrapping.
J.138	QUALICUM	-do-	-do-	8. 4.41	3. 9.41	13. 5.42	Sold Metal Industries .././49, arrived Rosyth ../6/49 for scrapping.
J.212	SHIPPIGAN	-do-	-do-	18. 4.41	12. 8.41	17. 6.42	Sold Metal Industries .././49, arrived Rosyth ../6/49 for scrapping.
J.220	TADOUSSAC	-do-	-do-	17. 4.41	2. 8.41	28. 3.42	Mercantile <i>Alexandre</i> (1946); hulked Greece 1952.
J.139	WEDGEPORT	North Van Ship Repairs	-do-	29. 4.41	2. 8.41	21. 4.42	REN SOLLUM (1946); foundered off Alexandria 7/3/53.
Ordered ../2/41							
J.314	BLAIRMORE	Port Arthur Ship-building	Canadian Allis-Chalmers (Montreal)	2. 1.42	14. 5.42	17.11.42	RCN, Turkish Navy BEYCOZ (1958); scrapped 1971.
J.311	FORT WILLIAM (ii)	-do-	-do-	18. 8.41	30.12.41	25. 8.42	RCN, Turkish Navy BODRUM (1957); scrapped 1971.
J.281	KENORA	-do-	-do-	18. 8.41	20.12.41	6. 8.42	RCN, Turkish Navy BANDIRMA (1957); scrapped 1972.
J.312	KENTVILLE	-do-	Montreal Locomotive Works	15.12.41	17. 4.42	10.10.42	RCN, Turkish Navy BARTIN (1957); scrapped 1972.
J.317	MILLTOWN	-do-	-do-	18. 8.41	27. 1.42	18. 9.42	RCN; sold Marine Industries ../2/59, arrived Sorel .././59 for scrapping.
J.313	MULGRAVE	-do-	-do-	15.12.41	2. 5.42	4.11.42	RCN; mined off Le Havre 8/10/44 & beached, salvaged 3/11/44 & written-off as constructive total loss, sold E Rees .././47, arrived Llanelli ../5/47 for scrapping.
J.280	PORT HOPE	Dufferin (Toronto)	Canadian Allis-Chalmers (Montreal)	9. 9.41	14.12.41	30. 7.42	RCN, sold Marine Industries ../2/59, arrived Sorel .././59 for scrapping.
J.309	SARNIA	-do-	Montreal Locomotive Works	18. 9.41	21. 1.42	13. 8.42	RCN, Turkish Navy BUYUKDERE (1958); .././59 1972.
J.310	STRATFORD	-do-	Canadian Allis-Chalmers (Rockfield)	29.10.41	14. 2.42	29. 8.42	RCN; collision RCN destroyer OTTAWA Halifax approaches 11/3/45 & written-off as constructive total loss, scrapped 1946.
J.318	WESTMOUNT	-do-	Canadian Allis-Chalmers (Montreal)	28.10.41	14. 3.42	15. 9.42	RCN, Turkish Navy BORNOVA (1958); scrapped 1972.
Ordered 4/2/41							
J.228	TILBURY	Lobnitz (Renfrew)	Lobnitz (Renfrew)	15. 8.41	18. 2.42	12. 6.42	RIN KONKAN (1942); sold

Ordered 12/2/42

J.129	DECCAN	Garden Reach (Calcutta)	Lobnitz (Renfrew)	3. 5.43	24. 4.44	30. 3.45	RIN, mercantile <i>Kennery</i> (1949); sold
J.55	MALWA	-do-	-do-	3. 5.43	21. 6.44	45	RIN, RPN PESHAWAR (1947); sold 22/1/59 & scrapped.

Ordered 21/7/39

J.97	POLRUAN	Ailsa (Troon)	Ailsa (Troon)	6.11.39	18. 7.40	9. 5.41	Sold T Young .././50, arrived Sunderland ../6/50 for scrapping.
J.19	ROTHESAY	Hamilton (Port Glasgow)	Whites Marine Engineering (Hebburn)	29. 9.39	18. 3.41	3. 7.41	Sold T W Ward .././50, arrived Milford Haven 19/4/50 for scrapping.
J.76	RYE	Ailsa (Troon)	Ailsa (Troon)	27.11.39	19. 8.40	20.11.41	Sold Chicks 24/8/48, arrived Purfleet .././48 for scrapping.
J.34	TENBY	Hamilton (Port Glasgow)	Whites Marine Engineering (Hebburn)	29. 9.39	10. 9.41	8.12.41	Sold Clayton & Davie 1/1/48, arrived Dunston .././48 for scrapping.

Ordered 28/8/39

J.07	BEAUMARIS	Ailsa (Toon)	Ailsa (Troon)	21.12.39	31.10.40	28. 8.41	Sold T W Ward 1/1/48, arrived Milford Haven .././48 for scrapping.
J.14	BOSTON	-do-	-do-	27.11.39	30.12.40	26. 1.42	Sold Metal Industries .././49, arrived Charlestown ../6/49 for scrapping.
J.09	CROMARTY	Blyth Shipbuilding	Whites Marine Engineering (Hebburn)	12. 6.40	24. 2.41	13.12.41	Mined Bonafacia Straits 23/10/43.
J.53	DUNBAR	-do-	Ailsa (Troon)	21. 6.40	5. 6.41	3. 3.42	Sold Pollock Brown 1/1/48, arrived Southampton .././48 for scrapping.
J.95	ILFRACOMBE	Hamilton (Port Glasgow)	Whites Marine Engineering (Hebburn)	11.10.39	29. 1.41	20. 8.41	Sold Clayton & Davie 1/1/48, arrived Dunston .././48 for scrapping.
J.67	LLANDUDNO	-do-	-do-	20.10.39	8.11.41	29. 3.42	Mercantile <i>Rorvik</i> (1947); conversion abandoned & scrapped Southampton 1950.

Ordered 9/9/39

J.131	ARDROSSAN	Blyth Shipbuilding	Whites Marine Engineering (Hebburn)	6. 9.40	22. 7.41	21. 5.42	Sold Stockton Shipping & Salvage .././48, arrived Thornaby 29/8/48 for scrapping
J.105	BRIXHAM	-do-	-do-	6.11.40	21.10.40	19. 8.42	Sold Clayton & Davie 7/7/48, arrived Dunston .././48 for scrapping.
J.121	WHITEHAVEN	Philip (Dartmouth)	British Thomson-Houston (Rugby)	27. 7.40	29. 5.41	14.11.41	Sold T W Ward 1/1/48, arrived Briton Ferry 18/8/48 for scrapping.
J.72	WORTHING	-do-	-do-	15.11.40	22. 8.41	20. 3.42	Sold Clayton & Davie 7/7/48, arrived Dunston .././48 for scrapping.

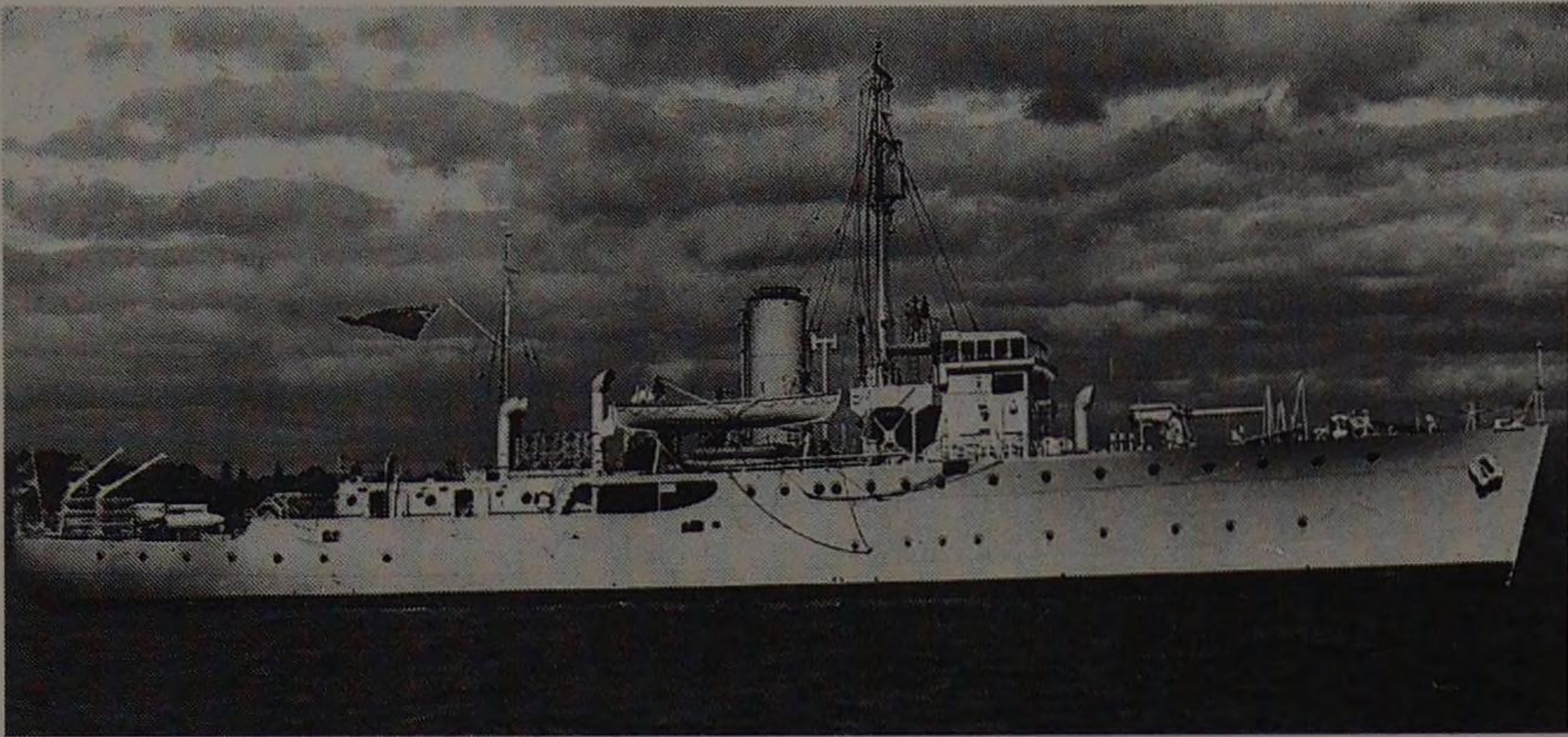
Ordered 20/12/39

J.194	BANFF (ii)	Ailsa (Troon)	Ailsa (Troon)	20. 7.40	4. 9.41	5. 3.42	HYTHE (1941); torpedoed German submarine U.371 off Bougie 11/10/43.
J.143	BOOTLE	-do-	-do-	31. 8.40	23.10.41	23. 4.42	Sold Metal Industries .././49, arrived Charlestown ../6/49 for scrapping.
J.151	CLACTON	-do-	-do-	12.11.40	19.12.41	4. 6.42	Mined off Corsica 31/12/43.
J.173	DORNOCH	-do-	-do-	13. 1.41	4. 2.42	22. 7.42	Sold Stockton Shipping & Salvage 1/1/48; arrived Thornaby .././48 for scrapping.
J.190	HARWICH	Hamilton (Port Glasgow)	Parsons (Wallsend)	10.12.40	17. 2.42	12. 8.42	RIN KHYBER (1941); scrapped India 1949.
J.164	MIDDLESBROUGH	-do-	-do-	12.12.40	2. 5.42	30.11.42	RIN KUMAON (1941); scrapped India 1949.
J.199	NEWHAVEN	-do-	-do-	28. 3.41	29. 7.42	27.10.42	RIN CARNATIC (1941); scrapped India 1949.
J.180	PADSTOW	-do-	-do-	29. 8.41	29.10.42	5. 2.43	RIN ROHILKAND (1942); scrapped India 1961.
J.182	GREENOCK	Blyth Shipbuilding	Whites Marine Engineering (Hebburn)	28. 7.41	11. 5.42	28.10.42	RIN BALUCHISTAN (1941), RPN (1947); sold 22/1/59 for scrapping Pakistan.
J.155	HARTLEPOOL	-do-	-do-	28.10.41	14. 7.42	23.12.42	RIN KATHIAWAR (1942), RPN CHITTAGONG (1947); scrapped Pakistan 1956.
J.147	POOLE	Stephen (Linthouse)	Stephen (Linthouse)	25. 7.40	25. 6.41	8.10.41	Sold Hayes 1/1/48, arrived Pembroke Dock .././48 for scrapping.
J.193	SUNDERLAND	-do-	-do-	9. 9.41	19. 3.42	5. 6.42	LYME REGIS (ii) (1942); sold T Young 24/8/48, arrived Sunderland .././48 for scrapping.

“**Bathurst**” class: (RN group) BALLARAT, BATHURST, BENDIGO, *†BROOME, BURNIE, CAIRNS, *†CESSNOCK, GAWLER, *GERALDTON, GOULDBURN, *†IPSWICH, KALGOORLIE, *†LAUNCESTON, LISMORE, MARYBOROUGH, *†PIRIE, *†TAMWORTH, TOOWOOMBA, WHYALLA, *†WOLLONGONG. (RAN group) *ARARAT, *ARMIDALE, *†BENALLA, *†BOWEN, *BUNBURY, *BUNDABERG, *CASTLEMAINE, *†COLAC, *COOTAMUNDRA, *COWRA, *†DELORAINIE, *DUBBO, *†ECCHUCA, *FREMANTLE, GEELONG,

*GLADSTONE, *†GLENELG, *†GYMPIE, *HORSHAM, *INVERELL, *JUNEE, *KAPUNDA, †KATOOMBA, *KIAMA, *LATROBE, LITHGOW, MILDURA, *PARKES, ROCKHAMPTON, SHEPPARTON, *STAWELL, *STRAHAN, TOWNSVILLE, *WAGGA, WALLAROO. (RIN group) ASSAM, BENGAL, BOMBAY, GONDWHANA, MADRAS, PUNJAB, SIND.

This class was the Australian variant of the *Bangor*, with dimensions slightly enlarged so that they could more easily be utilised as either minesweepers or escorts, as greater flexibility was essential for the vessels generally available in Australian waters. They were easily distinguished from the “Bangor” class



Left: The *Mildura* was slightly larger than the “Bangor” class and had a 4in gun forward, but the light AA armament is not yet mounted. (RAN)

Not all units shipped the designed armament of a 4in gun forward, and a 20mm AA gun aft, and some had a 12pdr AA gun forward instead. War modifications generally comprised the addition of two 20mm AA guns in the bridge wings, replacing the 20mm aft by a 40mm AA gun; and the addition of SW.271 RDF on the bridge, and AW.286 at the masthead.

- Displacement:** 650 tons (825 tons full load).
- Dimensions:** 162 (pp)/186 (oa) × 31 × 8¼ (10½ full load) feet.
- Machinery:** Two Admiralty 3-drum boilers (250lb/in²), two shafts, reciprocating (VTE cyl 13in:21in:34in × 21in stroke) IHP 1,750 except * 2,000 = 15 knots.
- Bunkers & radius:** O.F. 170 tons, 4,300nm @ 10k.
- Armament:** One 4in except † 12pdr AA, one 20mm AA, four .303in AA (2×2) guns.
- Complement:** 60.

by the upright funnel and masts. The 20 units built for the Royal Navy were all loaned to the Royal Australian Navy on completion for the duration of the war, while four other units were ordered by the Royal Indian Navy. The latter intended to build three additional units in local Indian shipyards in 1943, but they were cancelled in 1945; and were replaced by three “Flower” class corvettes—which took the same names—transferred from the Royal Navy.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 4/12/39							
J.184	BALLARAT	Melbourne Harbour Trust (Williamstown)	Walkers Drydock (Maryborough)	17. 4.40	10.12.40	30. 8.41	Mercantile <i>Carmencita</i> (1947); sold
J.145	LISMORE	Morts Dock (Sydney)	Morts Dock (Sydney)	1. 3.40	10. 8.40	21. 1.41	RNethN BATJAN (1946); sold
Ordered 9/12/39							
J.158	BATHURST	Cockatoo (Sydney)	Cockatoo (Sydney)	10. 2.40	1. 8.40	5.12.40	Sold Ultimo 21/6/48, arrived Sydney .././48 for scrapping.
J.195	QUEENBOROUGH (i)	Walkers Drydock (Maryborough)	Walkers Drydock (Maryborough)	16. 4.40	17.10.40	12. 6.41	MARYBOROUGH (1940), mercantile <i>Isobel Queen</i> (1947); sold
Ordered 16/4/40							
J.187	BENDIGO	Cockatoo (Sydney)	Cockatoo (Sydney)	12. 8.40	1. 3.41	10. 5.41	Mercantile <i>Cheung Hing</i> (1947); sold
J.198	BURNIE	Morts Dock (Sydney)	Morts Dock (Sydney)	3. 6.40	25.10.40	15. 4.41	RNethN CERAM (1946); sold
J.167	GOULDBURN	Cockatoo (Sydney)	Cockatoo (Sydney)	10. 7.40	16.11.40	27. 2.41	Mercantile <i>Benita</i> (1947); sold
Ordered 5/6/40							
J.201	GEELONG	Melbourne Harbour Trust (Williamstown)	Thompsons Engineering & Pipe (Castlemaine)	16.10.40	22. 4.41	16. 1.42	RAN; lost collision mercantile <i>York</i> off north-east coast of Australia 18/10/44.
J.153	GLENELG (i)	Broken Hill (Whyalla)	Walkers Drydock (Maryborough)	24. 7.40	12. 5.41	8. 1.42	WHYALLA (1941), mercantile <i>Rip</i> (1947); sold
J.192	KALGOORLIE	-do-	-do-	26. 7.40	7. 8.41	7. 4.42	RNethN TERNATE (1946); sold 21/9/61 & scrapped.
J.157	TOOWOOMBA	Walkers Drydock (Maryborough)	-do-	6. 8.40	26. 3.41	9.10.41	RNethN BOEROE (1946); sold F Rijdsick .././61, arrived Hendrik-Ido-Ambacht for scrapping.
Ordered 12/6/40							
J.206	LITHGOW	Morts Dock (Sydney)	Morts Dock (Sydney)	19. 8.40	21.12.40	14. 6.41	RAN; sold British shipbreaker 8/8/56, arrived Hong Kong .././56 for scrapping.
J.203	ROCKHAMPTON	Walkers Drydock (Maryborough)	Walkers Drydock (Maryborough)	6.11.40	26. 6.41	21. 1.42	RAN; sold Japanese shipbreaker 6/1/61, arrived Japan ../5/62 for scrapping.
Ordered 2/7/40							
J.204	KATOOMBA	Poole & Steele (Sydney)	West Australian Govt Railways (Midland land Junction)	9. 9.40	16. 4.41	17.12.41	RAN; sold British shipbreaker 2/5/57, arrived Hong Kong .././57 for scrapping.
Ordered 10/7/40							
J.205	TOWNSVILLE	Evans Deakin (Brisbane)	West Australian Govt Railways (Midland Junction)	16.11.40	13. 5.41	19.11.41	RAN; sold 8/8/56 for mercantile conversion.
Ordered 29/7/40							
J.175	CESSNOCK	Cockatoo (Sydney)	Cockatoo (Sydney)	16. 4.41	17.10.41	29. 1.42	Sold Chinese shipbreaker 23/4/47, arrived for scrapping.
J.172	WOLLONGONG	-do-	-do-	29. 1.41	5. 7.41	23.10.41	RNethN BANDA (1946), Indonesian Navy RADJAWALI (1950); sold
Ordered 31/7/40							
J.188	GAMBIER	Broken Hill (Whyalla)	Perry Engine (Adelaide)	24. 1.41	4.10.41	14. 8.42	GAWLER (1941), Turkish Navy AYVALIK (1946); sold
J.178	GERALDTON	Poole & Steele (Sydney)	West Australian Govt Railways (Midland Junction)	20. 3.41	16. 8.41	6. 4.42	Turkish Navy ANTALYA (1946); sold
J.186	IPSWICH	Evans Deakin (Brisbane)	Walers Drydock (Maryborough)	6. 3.41	11. 8.41	13. 6.42	RNethN MOROTAI (1946), Indonesian Navy HANG TUAH (1949); sold

J.179	LAUNCESTON	-do-	-do-	23.12.40	30. 6.41	9. 4.42	Turkish Navy AYANCIK (1946); sold
J.207	MILDURA	Morts Dock (Sydney)	Thompsons Engineering & Pipe (Castlemaine)	23. 9.40	15. 5.41	22. 7.41	RAN; sold Brisbane Metal ..../65, arrived Brisbane ..../65 for scrapping.
J.189	PIRIE	Broken Hill (Whyalla)	Perry Engine (Adelaide)	19. 5.41	3.12.41	10.10.42	Turkish Navy AMASRA (1946); sold
J.202	WARRNAMBOOL	Morts Dock (Sydney)	Thompsons Engineering & Pipe (Castlemaine)	13.11.40	8. 5.41	23. 9.41	RAN; mined off Cockburn Reef 13/9/47.
Ordered 24/9/40							
J.243	BENGAL	Cockatoo (Sydney)	Cockatoo (Sydney)	3.12.41	28. 5.42	14. 8.42	RIN; scrapped India 1960.
J.191	BROOME	Evans Deakin (Brisbane)	West Australian Govt Railways (Midland Junction)	3. 5.41	6.10.41	29. 7.42	Turkish Navy ALANYA (1946); sold
J.231	BUNDABERG	-do-	Sergeant (Brisbane)	7. 6.41	1.12.41	12. 9.42	RAN; sold Japanese shipbreaker ..../61, left Sydney in tow 20/2/62.
J.183	CAIRNS	Walkers Drydock (Maryborough)	Walkers Drydock (Maryborough)	31. 3.41	7.10.41	12. 5.42	RNethN AMBON (1946), Indonesian Navy BANTENG (1950); sold
J.244	CASTLE HARBOUR	Melbourne Harbour Trust (Williamstown)	Thompson Engineering & Pipe (Castlemaine)	17. 2.41	7. 8.41	17. 6.42	RAN, CASTLEMAINE (1941); hulked museum ship (1974).
J.232	DELORAINÉ	Morts Dock (Sydney)	Morts Dock (Sydney)	19. 3.41	26. 7.41	22.11.41	RAN; sold 8/8/56 & scrapped.
J.252	ECHUCA	Melbourne Harbour Trust (Williamstown)	West Australian Govt Railways (Midland Junction)	22. 2.41	17. 1.42	7. 9.42	RAN, RNZN (1952); sold Pacific Steel ..../67, arrived Auckland ..../4/67 for scrapping.
J.236	GLENELG (ii)	Cockatoo (Sydney)	Cockatoo (Sydney)	2. 3.42	25. 9.42	16.11.42	RAN; sold British shipbreaker 2/5/57, arrived Hong Kong ..../57 for scrapping.
J.283	GYMPIE	Evans Deakin (Brisbane)	Sergeant (Brisbane)	27. 8.41	30. 1.42	4.11.42	RAN; sold Japanese shipbreaker 6/1/61, arrived Japan ..../61 for scrapping.
J.242	HAMILTON	Morts Dock (Sydney)	Morts Dock (Sydney)	18. 4.41	13. 8.41	6. 1.42	RAN, COLAC (1940), tank cleaning vessel (1962); sold
J.218	KAPUNDA	Poole & Steele (Sydney)	Walkers Drydock (Maryborough)	27. 8.41	23. 6.42	29.10.42	RAN; sold Japanese shipbreaker 6/1/61, arrived Japan ..../61 for scrapping.
J.237	MADRAS	Cockatoo (Sydney)	Cockatoo (Sydney)	4. 8.41	17. 2.42	19. 5.42	RIN; scrapped India 1960.
J.181	TAMWORTH	Walkers Drydock (Maryborough)	-do-	25. 8.41	14. 3.42	8. 8.42	RAN, RNethN TIDORE (1946), Indonesian Navy PATI UNIS (1949); sold
J.222	WALLAROO	Poole & Steele (Sydney)	-do-	24. 4.41	18. 2.42	13. 7.42	RAN; lost collision mercantile <i>Gilbert Costin</i> off Fremantle 11/6/43.
Ordered 24/1/41							
J.240	ARMIDALE	Morts Dock (Sydney)	Morts Dock (Sydney)	1. 9.41	23. 1.42	11. 6.42	RAN; bombed Japanese aircraft off Timor 23/12/42.
J.249	BOMBAY (ii)	-do-	Thompsons Engineering & Pipe (Castlemaine)	19. 7.41	6.12.41	25. 4.42	RIN; scrapped India 1960.
J.251	DUBBO	-do-	Morts Dock (Sydney)	13.10.41	7. 3.42	31. 7.42	RAN; sold Japanese shipbreaker 20/2/58, arrived Japan ..../58 for scrapping.
J.239	PUNJAB	-do-	-do-	26. 5.41	10.10.41	5. 3.42	RIN; scrapped India 1949.
Ordered 5/3/41							
J.235	HORSHAM	Melbourne Harbour Trust (Williamstown)	West Australian Govt Railways (Midland Junction)	26. 6.41	23. 5.42	18.11.42	RAN; sold British shipbreaker 8/8/56, arrived Hong Kong ..../58 for scrapping.
J.248	SHEPPARTON	-do-	Perry Engineering (Adelaide)	14.11.41	15. 8.42	11. 2.43	RAN; scrapped Japan 1958.
Ordered 16/5/41							
J.241	BUNBURY	Evans Deakin (Brisbane)	Sergeant (Brisbane)	1.11.41	16. 5.42	3. 1.43	RAN; sold Japanese shipbreaker 6/1/61, arrived Japan ..../61 for scrapping.
J.246	FREMANTLE	-do-	Walkers Drydock (Maryborough)	11. 2.42	18. 8.42	24. 3.43	RAN; sold Japanese shipbreaker 6/1/61, arrived Japan ..../61 for scrapping.
J.233	INVERELL	Morts Dock (Sydney)	Thompsons Engineering & Pipe (Castlemaine)	6.12.41	2. 5.42	17. 9.42	RAN, RNZN (1952); sold
J.234	LATROBE	-do-	Morts Dock (Sydney)	27. 1.42	19. 6.42	6.11.42	RAN; sold British shipbreaker 18/5/56, arrived Hong Kong ..../56 for scrapping.
Ordered 2/8/41							
J.323	BENALLA	Melbourne Harbour Trust (Williamstown)	West Australian Govt Railways (Midland Junction)	24. 3.42	19.12.42	28. 4.43	RAN; sold Japanese shipbreaker 20/2/58, arrived Japan ..../58 for scrapping.
J.348	STAWELL	-do-	Perry Engineering (Adelaide)	18. 6.42	3. 4.43	7. 8.43	RAN, RNZN; sold Pacific Steel ..../68, arrived Auckland ..../68 for scrapping.
Ordered 7/8/41							
K.34	ARARAT	Evans Deakin (Brisbane)	Sergeant (Brisbane)	6. 7.42	20. 2.43	16. 6.43	RAN; sold Australian shipbreaker 6/1/61, arrived Darwin ..../61 for scrapping

J.285	BOWEN	Walkers Drydock (Maryborough)	Walkers Drydock (Maryborough)	9. 2.42	11. 7.42	9.11.42	RAN; sold British shipbreaker 18/5/56, arrived Hong Kong .././56 for scrapping.
J.316	COOTA-MUNDRA	Poole & Steele (Sydney)	Perry Engineering (Adelaide)	26. 2.42	3.12.42	3. 4.43	RAN; sold Sydney Slipway .././63, arrived Waterview Bay .././63 for scrapping.
J.351	COWRA	-do-	Hoskins Foundry (Perth)	12. 8.42	27. 5.43	8.10.43	RAN; sold Japanese shipbreaker 6/1/61, left in tow 21/5/62 for scrapping.
J.324	GLADSTONE	Walkers Drydock (Maryborough)	Walkers Drydock (Maryborough)	4. 8.42	26.11.42	22. 3.43	RAN, mercantile <i>Akuna</i> (1956); sold
J.362	JUNEE	Poole & Steele (Sydney)	Hoskins Foundry (Perth)	17. 2.43	16.11.43	11. 4.44	RAN; sold W G Davies (Sydney) ../7/58, re-sold J Krasnostein .././63, arrived Fremantle .././63 for scrapping.
J.353	KIAMA	Evans & Deakin (Brisbane)	Walkers Drydock (Maryborough)	26.11.42	9. 7.42	26. 1.44	RAN, RNZN (1952); sold
J.361	PARKES	-do-	West Australian Govt Railways (Midland Junction)	16. 3.43	30.10.43	25. 5.44	RAN; sold Hong Kong Rolling Mills 2/5/57, arrived Hong Kong .././57 for scrapping.
J.363	STRAHAN	Melbourne Harbour Trust (Williamstown)	-do-	19.10.42	12. 7.43	14. 3.44	RAN; sold Kinoshita 6/1/61, arrived Japan .././61 for scrapping.
J.315	WAGGA	Morts Dock (Sydney)	Morts Dock (Sydney)	9. 3.42	5. 7.42	18.12.42	RAN; sold S A Carrying ../3/62, arrived ..... .././62 for scrapping.
Ordered 22/1/42							
J.322	ASSAM	Garden Reach (Calcutta)	.....	3. 5.43	.....	.....	RIN; cancelled ../3/45 & scrapped on slip.
J.321	GONDWANA	-do-	.....	3. 5.43	.....	.....	RIN; cancelled ../3/45 & scrapped on slip.
J.320	SIND	-do-	.....	3. 5.43	.....	.....	RIN; cancelled ../3/45 & scrapped on slip.

“Algerine” class (turbine): ACUTE, ALARM, ALBACORE, ALGERINE, BRAVE, CADMUS, CHAMELEON, CHEERFUL, CIRCE, ESPIEGLE, FANCY, FANTOME, HARE, JEWEL, LIBERTY, MARMION, MOON, MUTINE, ONYX, PICKLE, PINCHER, PLUCKY, RATTLER, READY, RECRUIT, RIFLEMAN, RINALDO, ROSARIO, SPANKER, SQUIRREL, VESTAL.

“Algerine” class (reciprocating): (RN group) ANTARES, ARCTURUS, ARIES, BRAMBLE, CLINTON, COCKATRICE, COQUETTE, COURIER, FELICITY, FIREBALL, FLY, FLYING FISH, FRIENDSHIP, GABRIEL, GOLDEN FLEECE, GOZO, HAPPY RETURN, HOUND, HYDRA, JASEUR, LAERTES, LARNE, LENNOX, LIGHTFOOT, LIONESS, LYSANDER, MAENAD, MAGICIENNE, MAMELUKE, MANDATE, MARINER, MARMION, MARVEL, MARY ROSE, MELITA, MICHAEL, MINSTREL, MOON, MYRMIDON, MYSTIC, NERISSA, NICATOR, NIGER (i), NIGER (ii), NONPAREIL, NOX, OCTAVIA, ODIN, ORCADIA, ORESTES, OSSORY, PELORUS, PERSIAN, PLUTO, POLARIS, POSTILLION, PROMPT, PROVIDENCE, PYRRHUS, RATTLESNAKE, REGULUS, ROMOLA, ROSAMUND, ROWENA, SEABEAR, SERENE, SKIPJACK (ii), STORMCLOUD, STYX, SYLVIA, TANGANYIKA, THISBE, TRUELOVE, WATERWITCH, WAVE, WELCOME, WELFARE. (RCN group) BORDER CITIES, FORT FRANCIS, KAPUSKASING, MIDDLESEX, NEW LISKEARD, OSHAWA, PORTAGE, ROCKCLIFFE, ST BONIFACE, SAULT STE MARIE, WALLACEBURG, WINNIPEG.

In order successfully to combat influence mines—magnetic, acoustic, or a combination of both with, or without, period delay mechanisms—a larger design than the *Bangor* was required to accommodate the LL sweep and the acoustic hammer as well as the conventional wire sweep gear. Therefore this class was made some 40ft longer, with 7ft more beam, than the *Bangor*. Provision was first made for the “Algerine” class under the 1940 programme, and the design proved so successful that it continued in production for the remainder of the war. (see *Note 4*).



Above and next page: The earlier *Hound* (above) mounted four single 20mm AA guns, and had reciprocating engines; while the later *Ready* (next page) mounted four twin power-operated 20mm AA mountings, was fitted with SW.271 RDF on the bridge, and had turbine machinery. Both carried AW.281 at the masthead. The *Ready* wears the flotilla leader's band on her funnel, and consequently has no pendant number painted-up; while the *Hound* wears a divisional leader's band (P. A. Vicary)

So that no hold-up would be caused by machinery two alternative designs were prepared: one with geared turbines, and the other with reciprocating engines. Construction was equally shared between the U.K. and Canadian yards—53 U.K. and 52 Canada—and the cessation of hostilities resulted in only a small number (five U.K. and six Canada) being cancelled. Of the units authorised in the U.K. 31 adopted geared turbines and 22 reciprocating engines, while all Canadian construction had the latter machinery installed. Following the U.S.A.'s entry into the war, the United States Navy also found itself critically short of both escorts and minesweepers. As a result an order was placed in Canada for 15 “Algerine” class; but as American production was so rapidly harnessed to war production they soon made good their minesweeping deficiency from their own resources. In consequence, all 15 vessels were turned over to the Royal Navy under Lease/Lend.

To suit British priorities 16 Canadian “Algerine” class were transferred to the Royal Navy in 1944, and were replaced by the same number of British corvettes (four “Flower” and twelve “Castle” classes). With one exception

Note 4: Ironically, the “Halcyon” class had been regarded as too large for a dedicated minesweeper, and in turn had prompted the smaller “Bangor” class; now the “Algerine” class had returned to the former's dimensions to provide an ideal minesweeper.



the corvettes took the names relinquished by the minesweepers; but the Royal Canadian Navy preferred to re-allocate the name *Toronto* to the frigate *Giffard*, so that it was the latter name that was assumed by one of the corvettes.

Owing to production shortages the designed light AA armament of eight 20mm AA (4×2) resulted in some of the earlier units receiving only single guns in all, or some, positions; and from 1944 single 40mm AA started to replace all twin 20mm mountings. All were fitted with SW.271 RDF on the bridge, and AW.291 at the head of the tripod foremast. The large sweep deck

enabled the permanent fitting of four throwers and two stern racks for depth charges; and the RCN group omitted sweep gear to enable 90 depth charges to be stowed, fitted an A/S spigot mortar (Hedgehog) forward, and were solely employed as escorts.

Turbine group

Displacement: 850 tons (1,125 tons full load).

Dimensions: 212½ (pp)/225 (oa) × 35½ × 8¼ (11 full load) feet.

Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP 2,000 = 16½ knots.

Bunkers & radius: O.F. 260 tons, 5,000nm @ 10k.

Armament: One 4in, eight 20mm AA (4×2) guns.

Complement: 85.

Reciprocating group

Displacement: 1,010/1,030 tons (1,305/1,325 tons full load).

Dimensions: 212½ (pp)/225 (oa) × 35½ × 9½ (12¼ full load) feet.

Machinery: Two Admiralty 3-drum boilers (250lb/in²), two shafts, reciprocating (VTE cyl 15in:25in:40in × 24in stroke) IHP 2,400 = 16½ knots.

Bunkers & radius: O.F. 260 tons, 5,000nm @ 10k.

Armament: One 4in, eight 20mm AA (4×2) guns.

Complement: 85.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 15/11/40							
J.140	ALARM	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	15. 3.41	5. 2.42	18. 5.42	Bombed German aircraft Bône 2/1/43 & written-off as constructive total loss, sold ../8/43 & scrapped ../1/44.
J.101	ALBACORE	-do-	-do-	24. 7.41	2. 4.42	16. 6.42	Sold Smith & Houston ../63, arrived Port Glasgow 9/9/63 for scrapping.
J.106	ALERT (i)	-do-	-do-	24. 7.41	14. 4.42	30. 7.42	ACUTE (1941); sold Italian shipbreaker 20/11/64, arrived La Spezia ../64 for scrapping.
J.213	ALGERINE	-do-	-do-	15. 3.41	22.12.41	24. 3.42	Torpedoed RItN submarine ASCIANGHI off Bougie 15/11/42.
J.230	CADMUS	-do-	-do-	21. 7.41	27. 5.42	9. 9.42	RBN GEORGES LECOINTE (1950); sold 1960 & scrapped Belgium.
J.214	CIRCE	-do-	-do-	21. 7.41	27. 6.42	16.10.42	RNVR drillship (1955); sold Arnott Young ../12/66, arrived Dalmuir ../3/67 for scrapping.
J.216	ESPIEGLE	-do-	-do-	5. 2.42	12. 8.42	1.12.42	Sold Arnott Young ../12/66, arrived Dalmuir ../3/67 for scrapping.
J.224	FANTOME	-do-	-do-	5. 2.42	22. 9.42	23. 1.43	Mined North African coast 20/5/43 & written-off as constructive total loss, sold T W Ward 16/1/47, arrived Milford Haven 22/5/47 for scrapping.
J.227	MUTINE	-do-	-do-	24.11.41	10.10.42	26. 2.43	Sold T W Ward ../3/67, arrived Barrow 7/4/67 for scrapping.
J.221	ONYX	-do-	-do-	24.11.41	27.10.42	26. 3.43	Sold T W Ward ../3/67, arrived Inverkeithing 5/4/67 for scrapping.
J.217	RATTLER	-do-	-do-	14. 4.42	9.12.42	22. 4.43	LOYALTY (1943); torpedoed German submarine U.480 off The Nab 22/8/44.
J.223	READY	-do-	-do-	14. 4.42	11. 1.43	21. 5.43	RBN JAN VAN HAVERBEKE (1951); sold Belgian shipbreaker 7/3/61, arrived Bruges ../8/61 for scrapping.
J.225	RINALDO	-do-	-do-	22. 9.42	20. 3.43	18. 6.43	Sold C W Dorkin ../61, arrived Gateshead 16/8/61 for scrapping.
J.219	ROSARIO	-do-	-do-	22. 9.42	3. 4.43	9. 7.43	RBN DE MOOR (1954); sold ../3/69.
J.226	SPANKER	-do-	-do-	22. 9.42	20. 4.43	20. 8.43	RBN DE BROUWER (1953); sold ../11/63.
J.215	VESTAL	-do-	-do-	11. 1.43	19. 6.43	10. 9.43	Bombed Japanese aircraft off Phuket Island 26/7/45.
Ordered 20/5/41							
J.305	BRAVE	Blyth Dry Dock	White (Cowes)	23. 4.42	4. 2.43	3. 8.43	RNVR drillship SATELLITE (1951); sold Clayton & Davie ../58, arrived Dunston 25/11/58 for scrapping.
Ordered 25/6/41							
J.308	FANCY	Blyth Dry Dock	White (Cowes)	22. 7.42	5. 4.43	21.11.43	RBN A F DUFOUR (1951), training hulk NZADI (1959); sold 1960.
Ordered 30/4/42							
J.387	CHAMELEON	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	20. 8.43	6. 5.44	14. 9.44	Sold Ardmore Steel ../66, arrived Silloth 3/4/66 for scrapping.
J.388	CHEERFUL	-do-	-do-	20. 8.43	22. 5.44	13.10.44	Sold Lacmots ../63, arrived Queenborough ../9/63 for scrapping.
J.389	HARE	-do-	-do-	27.11.43	20. 6.44	10.11.44	Nigerian Navy NIGERIA (1959); sold Shipbreaking Industries ../62, arrived Faslane 6/11/62 for scrapping.

J.390	JEWEL	-do-	-do-	27.11.43	20. 7.44	9.12.44	RNVR drillship (19..); sold T W Ward ../12/66, arrived Inverkeithing 7/4/67 for scrapping.
J.391	LIBERTY (ii)	-do-	-do-	27.11.43	22. 8.44	18. 1.45	RBN ADRIEN DE GERLACHE (1949), hulked (1959); sold 20/6/69 & scrapped.
	LYSANDER (i)	-do-	.....	.....	.....	.....	Cancelled ../5/43.
	MARINER (i)	-do-	.....	.....	.....	.....	Cancelled ../5/43.
	MARMION (i)	-do-	.....	.....	.....	.....	Cancelled ../5/43.
	MARY ROSE (i)	-do-	.....	.....	.....	.....	Cancelled ../5/43.
	MOON (i)	-do-	.....	.....	.....	.....	Cancelled ../5/43.
J.293	PICKLE	-do-	Harland & Wolff (Belfast)	11. 1.43	3. 8.43	15.10.43	Singhalese Navy PARAKRAMA (1958); scrapped Hong Kong 1964.
J.294	PINCHER	-do-	-do-	11. 1.43	19. 8.43	12.11.43	Sold Clayton & Davie .././62, arrived Dunston 7/3/62 for scrapping.
J.295	PLUCKY	-do	-do-	20. 4.43	29. 9.43	10.12.43	Sold Clayton & Davie .././62, arrived Dunston 15/3/62 for scrapping.
	PROVIDENCE	-do-	.....	.....	.....	.....	Cancelled ../5/43.
J.298	RECRUIT	-do-	-do-	20. 4.43	26.10.43	14. 1.44	Sold T W Ward .././65, arrived Barrow ../9/65 for scrapping.
J.299	RIFLEMAN	-do-	-do-	20. 4.43	25.11.43	11. 2.44	Sold W H Arnott Young .././72, arrived Dalmuir ../10/72 for scrapping.
J.301	SQUIRREL	-do-	-do-	20. 8.43	20. 4.44	16. 8.44	Mined off Phuket Island 24/7/45 & scuttled.
Ordered 24/7/42							
	SEABEAR	Blyth Dry Dock	.....	.....	.....	.....	Cancelled ../5/43.
Ordered 12/5/41							
J.229	COCKATRICE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	29.12.41	27.20.42	10. 4.43	Sold T W Ward .././63, arrived Inverkeithing 29/8/63 for scrapping.
Ordered 27/5/41							
J.306	FLY	Lobnitz (Renfrew)	Lobnitz (Renfrew)	6.10.41	1. 6.42	10.10.42	IIN PALANG (1949); scrapped 1972.
J.307	HOUND	-do-	-do-	2.12.41	29. 7.42	11.12.42	Sold West of Scotland Shipbreaking .././62, arrived Troon 1/9/62 for scrapping.
Ordered 25/6/41							
J.275	HYDRA	Lobnitz (Renfrew)	Lobnitz (Renfrew)	31. 1.42	29. 9.42	12. 2.43	Mined off Oostende 10/11/44 & written-off as constructive total loss; sold T W Ward 28/10/45, arrived Grays .././45 for scrapping.
Ordered 9/9/41							
J.277	ORESTES	Lobnitz (Renfrew)	Lobnitz (Renfrew)	27. 3.42	25.11.42	10. 4.43	Sold West of Scotland Shipbreaking .././63, arrived Troon 20/3/63 for scrapping.
Ordered 9/12/41							
J.282	ANTARES ex-AM.325	Toronto Dry Dock	Montreal Locomotive Works	26. 1.42	15. 8.42	23. 8.43	Sold Potomac Shipwrecking 29/8/47, arrived Popes Creek .././47 for scrapping.
J.283	ARCTURUS ex-AM.326	-do-	-do-	21. 2.42	31. 8.42	23.10.43	RHN PYRPOLITIS (1947); sold
J.284	ARIES ex-AM.327	-do-	-do-	23. 3.42	19. 9.42	17. 7.43	RHN ARMATOLOS (1947); sold
J.285	CLINTON ex-AM.328	-do-	-do-	7. 4.42	5.10.42	25. 8.43	Sold Potomac Shipwrecking 6/11/47, arrived Popes Creek .././47 for scrapping.
J.398	FRIENDSHIP ex-AM.329	-do-	-do-	22. 4.42	24.10.42	15. 9.43	Sold Potomac Shipwrecking 6/11/47, arrived Popes Creek .././47 for scrapping.
J.287	GOZO ex-AM.330	-do-	-do-	5. 8.42	27. 1.43	9. 9.43	RHN POLEMISTIS (1947); sold
J.299	LIGHTFOOT ex-AM.331	-do-	-do-	18. 8.42	14.11.42	19.10.43	RHN NAVAMACHOS (1947); sold
J.289	MELITA ex-AM.332	-do-	-do-	7. 9.42	8.12.42	20.12.43	RNVR SATELLITE (1947), MELITA (1951); sold E Rees .././59, arrived Llanelli 25/2/59 for scrapping.
J.290	OCTAVIA ex-AM.333	-do-	-do-	22. 9.42	31.12.42	24. 2.43	Sold C W Dorkin 27/4/50, arrived Gateshead 19/5/50 for scrapping.
J.347	PERSIAN ex-AM.334	Redfern (Toronto)	-do-	8.10.42	22. 2.43	12.11.43	Mercantile <i>Kikiades</i> (1947); sold
J.286	POSTILLION ex-AM.335	-do-	-do-	17.11.42	18. 3.43	25.11.43	RHN MACHITIS (1947); sold
J.300	SOLEBAY (i) ex-AM.336	-do-	-do-	19.11.42	7. 4.43	29. 4.44	SCORPION (i) (1942), SKIPJACK (ii) (1942); sold Hughes Bolckow .././50, arrived Blyth 19/5/50 for scrapping.
J.302	THISBE ex-AM.337	-do-	-do-	14.12.42	12. 4.43	8. 6.44	Sold Shipbreaking Industries .././57, arrived Charlestown ../12/57 for scrapping.
J.303	TRUELOVE ex-AM.338	-do-	-do-	7. 1.43	8. 7.43	3. 4.44	Sold Hughes Bolckow .././57, arrived Blyth 23/11/57 for scrapping.
J.356	WELFARE ex-AM.339	-do-	-do-	8. 2.43	16. 7.43	4. 4.44	Sold T W Ward .././57, arrived Grays ../11/57 for scrapping.
Ordered 12/12/41							
J.344	BORDER CITIES	Port Arthur Ship-building	Montreal Locomotive Works	26. 8.42	3. 5.43	18. 5.44	RCN; sold Wagner, Stein & Greene .././49, arrived Victoria ../6/49 for partial scrapping.

J.325	KAPUSKASING	-do-	-do-	19.12.42	22. 7.43	17. 8.44	RCN, expended as target off 3/10/78.
J.328	MIDDLESEX	-do-	-do-	29. 9.42	27. 5.43	8. 8.44	RCN, wrecked Half Island Point 2/12/46.
J.330	OSHAWA	-do-	-do-	6.10.42	10. 6.43	6. 7.44	RCN; sold 1965.
J.331	PORTAGE	-do-	-do-	23. 5.42	21.11.42	22.10.43	RCN; sold Marine Industries .././58, arrived Sorel .././58 for scrapping.
J.355	ROCKCLIFF	-do-	-do-	23.12.42	19. 8.43	30. 9.44	Sold Burdick Trading 24/3/60, arrived Vancouver .././60 for scrapping.
J.332	ST BONIFACE	-do-	-do-	21. 5.42	5.11.42	10. 9.43	Mercantile (name unchanged – 1947), <i>Bess Barry M</i> (1954); sold
J.334	THE SOO	-do-	-do-	27. 1.42	5. 8.42	24. 6.43	RCN, SAULT STE MARIE (1944); sold Marine Industries ../11/59, arrived Sorel 6/5/60 for scrapping.
J.336	WALLACEBURG	-do-	-do-	6. 7.42	17.12.42	18.11.43	RBN GEORGES LECOINTE (1958); sold 1969.
J.337	WINNIPEG	-do-	-do-	31. 1.42	19. 9.42	29. 7.43	RBN DUFOUR (1959); sold 1966.
Ordered 1/1/42							
J.291	PELORUS	Lobnitz (Renfrew)	Lobnitz (Renfrew)	8.10.42	18. 6.43	7.10.43	SAN PIETERMARITZBURG (1947); sold
J.297	RATTLESNAKE	-do-	-do-	5. 6.42	23. 2.43	23. 6.43	Sold G W Brunton .././59, arrived Grangemouth ../10/59 for scrapping.
J.304	WATERWITCH	-do-	-do-	15. 8.42	22. 4.43	6. 8.43	Sold T W Ward .././63, arrived Inverkeithing 2/9/63 for scrapping.
Re-ordered 3/5/42							
J.274	LARNE	Lobnitz (Renfrew)	Lobnitz (Renfrew)	25. 1.43	2. 9.43	22.11.43	Italian Navy AMMARAGLIO MAGNANI (1947), ERITREA (1948), ALBARDA (1951); sold 1964 & scrapped.
J.276	LENNOX	-do-	-do-	3. 3.43	15.10.43	18. 1.44	Sold Clayton & Davie .././61, arrived Dunston 1/6/61 for scrapping.
Ordered ../7/42							
J.325	FORREST HILL (i)	Redfern (Toronto)	Montreal Locomotive Works	17. 7.43	27.10.43	15. 5.44	RCN, RN PROVIDENCE (1943); sold T Young .././58, arrived Sunderland 17/5/58 for scrapping.
J.379	HESPELER (i)	Port Arthur Ship-building	-do-	3. 6.43	11.11.43	21.11.44	RCN, RN LYSANDER (1943), RNVN CORNFLOWER (1950), LYSANDER (1951), sold Hughes Bolckow .././57, arrived Blyth 23/11/57 for scrapping.
J.380	KINCARDINE (i)	-do-	-do-	26. 8.43	9. 5.44	23. 5.44	RCN, RN MARINER (ii) (1943), Burmese Navy YAN MYO AUNG (1957); sold
J.354	LEASIDE (i)	Redfern (Toronto)	-do-	19. 7.43	18.10.43	14. 9.44	RCN, RN SERENE (1943); sold E Rees .././59, arrived Llanelli 8/3/59 for scrapping.
J.327	LONGBRANCH (i)	Toronto Dry Dock	-do-	15. 4.43	18. 9.43	20. 5.44	RCN, RN REGULUS (1943); mined off Corfu 12/1/45.
J.329	MIMICO (i)	Redfern (Toronto)	-do-	23. 3.43	2. 9.43	6. 7.44	RCN, RN MOON (ii) (1943); sold J J King .././57, arrived Gateshead 13/11/57 for scrapping.
J.381	ORANGEVILLE (i)	Port Arthur Ship-building	-do-	30. 8.43	15. 6.44	29. 5.45	RCN, RN MARMION (ii) (1943); sold Clayton & Davie .././59, arrived Dunston ../8/59 for scrapping.
J.333	ST THOMAS (i)	Redfern (Toronto)	-do-	12. 7.43	6.11.43	22. 6.44	RCN, RN SEABEAR (ii) (1943); sold T W Ward .././58, arrived Preston 12/12/58 for scrapping.
J.360	TORONTO (i)	-do-	-do-	25. 2.43	5. 8.43	24. 4.44	RCN, RN MARY ROSE (ii) (1943); sold C W Dorkin .././57, arrived Gateshead 14/11/57 for scrapping.
Ordered 6/11/42							
J.367	STORMCLOUD	Lobnitz (Renfrew)	-do-	4. 5.42	28.12.43	28. 3.44	Sold C W Dorkin .././59, arrived Gateshead 2/8/59 for scrapping.
J.382	SYLVIA	-do-	-do-	5. 7.43	28. 2.44	17. 5.44	Sold C W Dorkin .././58, arrived Gateshead 24/10/58 for scrapping.
J.383	TANGANYIKA	-do-	-do-	20. 9.43	12. 4.44	7. 7.44	Sold T W Ward .././63, arrived Inverkeithing 2/9/63 for scrapping.
Ordered 25/11/42							
J.349	ARNPRIOR (i)	Redfern (Toronto)	Montreal Locomotive Works	7. 9.43	22.12.43	31. 8.44	RCN, RN COURIER (1943); sold E Rees 25/3/59, arrived Llanelli .././59 for scrapping.
J.350	BOWMANVILLE (i)	-do-	-do-	9. 8.43	24.11.43	13. 7. 44	RCN, RN COQUETTE (1943); sold Shipbreaking Industries .././58, arrived Rosyth 26/5/58 for scrapping.
J.369	COPPER CLIFF (i)	-do-	-do-	22. 9.43	19. 1.44	10. 8.44	RCN, RN FELICITY (1943), mercantile <i>Fairfree</i> (1947); sold Shipbreaking Industries .././57, arrived Charlestown 29/8/57 for scrapping.
J.396	FERGUS (i)	Port Arthur Ship-building	-do-	11. 5.43	30.10.43	28.10.44	RCN, FORT FRANCIS (1943); sold
J.376	HUMBERSTONE (i)	Redfern (Toronto)	-do-	25.10.43	29. 2.44	29. 8.44	RCN, RN GOLDEN FLEECE (1943); sold E Rees .././60, arrived Llanelli 8/8/60 for scrapping.
J.378	HUNTSVILLE (i)	-do-	-do-	25.11.43	30. 3.44	29. 9.44	RCN, RN PROMPT (1943); mined off Oostende 9/5/45 & written-off as constructive total loss, sold Shaws of Kent .././46, arrived Lower Rainham 16/1/47 for scrapping.
J.397	NEW LISKEARD	Port Arthur Ship-building	-do-	8. 7.43	14. 1.44	21.11.44	RCN; sold 6/8/69 & scrapped.
J.377	PETROLIA	Redfern (Toronto)	-do-	10.11.43	15. 3.44	11.12.44	RCN, RN LIONESS (1943); sold Shipbreaking Industries .././56, arrived Rosyth 15/11/56 for scrapping.

J.370	TILLSONBURG	-do-	-do-	30.10.43	16. 2.44	14.10.44.	RCN, RN FLYING FISH (1943), RCeyN VIJAYA (1949); scrapped 1964.
Re-ordered 9/12/42							
J.384	ROWENA	Lobnitz (Renfrew)	Lobnitz (Renfrew)	29.10.43	5. 6.44	6. 9.44	Sold C W Dorkin .././58, arrived Gateshead 23/20/58 for scrapping.
Ordered 19/12/42							
J.385	WAVE	Lobnitz (Renfrew)	Lobnitz (Renfrew)	17. 3.44	18. 8.44	14.11.44	Sold C W Dorkin .././62, arrived Gateshead 4/4/62 for scrapping.
J.386	WELCOME	-do-	-do-	3. 5.44	14.11.44	20. 1.45	Sold C W Dorkin .././62, arrived Gateshead 3/5/62 for scrapping.
Ordered 15/3/43							
J.428	JASEUR	Redfern (Toronto)	Montreal Locomotive Works	27.12.43	19. 4.44	27.10.44	Sold Hughes Bolckow .././56, arrived Blyth 26/2/56 for scrapping.
J.433	LAERTES	-do-	-do-	20. 1.44	25. 3.44	9.12.44	Sold T W Ward .././59, arrived Barrow 21/4/59 for scrapping.
J.435	MAENAD	-do-	-do-	1. 3.43	8. 6.44	16.11.44	Sold T W Ward .././57, arrived Grays 18/12/57 for scrapping.
J.436	MAGICIENNE	-do-	-do-	19. 2.44	24. 6.44	11. 5.45	Sold J Cashmore .././56, arrived Newport 20/3/56 for scrapping.
J.437	MAMELUKE	-do-	-do-	16. 3.44	19. 7.44	19. 3.45	Sold Stockton Shipping & Salvage 27/4/50, arrived Thornaby 15/5/50 for scrapping.
J.438	MANDATE	-do-	-do-	1. 4.44	9. 8.44	22. 3.45	Sold Shipbreaking Industries .././57, arrived Charlestown ../12/57 for scrapping.
J.443	MARVEL	-do-	-do-	19. 4.44	30. 8.44	2. 4.45	Sold Shipbreaking Industries .././58, arrived Charlestown 7/5/58 for scrapping.
J.444	MICHAEL	-do-	-do-	25. 4.44	20. 9.44	20. 5.45	Sold P & W MacLellan .././56, arrived Bo'ness 15/11/56 for scrapping.
J.445	MINSTREL	-do-	-do-	27. 6.44	5.10.44	7. 6.45	RThN PHOSAMPTON (1947); sold
J.454	MYRMIDON (ii)	-do-	-do-	19. 7.44	21.10.44	9. 7.45	Sold T W Ward .././58, arrived Briton Ferry 2/12/58 for scrapping.
J.455	MYSTIC	-do-	-do-	9. 8.44	11.11.44	2. 8.45	Sold E Rees .././58, arrived Llanelli 3/5/58 for scrapping.
J.456	NERISSA	-do-	-do-	30. 8.44	25.11.44	28. 8.45	Sold E Rees .././60, arrived Llanelli ../8/60 for scrapping.
J.442	NIGER (ii)	-do-	-do-	20. 9.44	.....	.....	Cancelled 8/11/44 & scrapped on slip.
J.457	NICATOR	-do-	-do-	5.10.44	.....	.....	Cancelled 8/11/44 & scrapped on slip.
J.459	NONPAREIL	-do-	-do-	23.10.44	.....	.....	Cancelled 8/11/44 & scrapped on slip.
J.460	NOX	-do-	-do-	.....	.....	.....	Cancelled 8/11/44.
J.461	ODIN	-do-	-do-	.....	.....	.....	Cancelled 8/11/44.
J.462	ORCADIA	Port Arthur Ship-building	-do-	18.11.43	8. 8.44	17. 8.45	Sold T W Ward .././58, arrived Briton Ferry 3/12/58 for scrapping.
J.463	OSSORY	-do-	-do-	20.11.43	3.10.44	29. 9.45	Sold West of Scotland Shipbreaking .././59, arrived Troon 4/3/59 for scrapping.
J.446	PLUTO	-do-	-do-	18. 1.44	21.10.44	4.10.45	Sold W H Arnott Young 13/9/72, arrived Dalmuir .././73 for scrapping.
J.447	POLARIS	-do-	-do-	15. 5.44	13.12.44	29.10.45	Sold T W Ward .././56, arrived Briton Ferry 26/9/56 for scrapping.
J.448	PYRRHUS	-do-	-do-	22. 6.44	19. 5.45	2.11.45	Sold J Cashmore .././58, arrived Newport 8/9/56 for scrapping.
J.449	ROMOLA	-do-	-do-	16. 3.44	21.11.44	3. 5.45	Sold Demmelweek & Redding .././57, arrived Plymouth 19/11/57 for scrapping.
J.439	ROSAMUND	-do-	-do-	26. 4.44	20.12.44	10. 7.45	SAN BLOEMFONTEIN (1947); expended as gunnery target off Simonstown 5/6/67.
J.440	STYX	-do-	.....	18. 7.44	.....	.....	Cancelled 8/11/44 & scrapped on slip.
Ordered 9/6/43							
J.273	BRAMBLE (ii)	Lobnitz (Renfrew)	Lobnitz (Renfrew)	30. 6.44	26. 1.45	28. 6.45	Sold J J King .././61, arrived Gateshead ../8/61 for scrapping.
J.442	DISDAIN	-do-	-do-	5.11.44	1. 5.45	21. 9.45	NIGER (iii) (1945); sold Ardmore Steel .././65, arrived Silloth 2/2/66 for scrapping.
J.453	FIERCE	-do-	-do-	26.11.44	11. 9.45	28.11.45	Sold C W Dorkin .././59, arrived Gateshead 2/8/59 for scrapping.
J.464	FIREBALL	-do-	-do-	44	.....	.....	Cancelled ../11/44 & scrapped on slip.
J.465	GABRIEL	-do-	-do-	44	.....	.....	Cancelled ../11/44 & scrapped on slip.
J.466	HAPPY RETURN	-do-	-do-	44	.....	.....	Cancelled ../11/44 & scrapped on slip.

“Catherine” class: CATHERINE, CATO, CHAMOIS, CHANCE, COMBATANT, CYNTHIA, ELFREDA, FAIRY, FLORIZIEL, FOAM, FROLIC, GAZELLE, GORGON, GRECIAN, JASPER (ii), MAGIC, PIQUE, PYLADES, STEADFAST, STRENUOUS, TATTOO, TOURMALINE.

Orders for 32 standard “Auk” class minesweepers (BAM.1–32) were placed with the United States Navy in 1941, but—as with the destroyer escorts—the U.S.A. was drawn into the war even before they were laid down. Consequently, 12 vessels were retained by the United States Navy; but the deficiency was made good by turning over to the Royal Navy nine “Algerine” class ordered from Canadian yards by the United States Navy (the contracts



Above: The austere hull of the *Frolic* lacked sheer and camber in order to speed construction; and as the diesel-electric machinery was arranged in two separate compartments each required its own funnel. (P. A. Vicary)

for a further six were cancelled, but were taken over by the Royal Navy), plus two additional “Auk” class—the *Vital* and *Usage*—vessels. With their two funnels, these minesweepers had a most distinctive profile, and their diesel-electric propulsion was a novel feature. This was brought

about as the United States Navy prototypes—the *Raven* and *Osprey*—were wire sweepers only, and powered by diesel engines. However, the advent of the magnetic mine necessitated an electric sweep, but the design could not accommodate the 540kW diesel generator required to power this sweep. By adopting diesel-electric propulsion the electrical output could be shared between the propulsion and sweeping requirements as requisite. A further requirement that they could be adapted for minelaying, with provision for 80 mines, resulted in a larger hull than that required solely for sweeping; but they otherwise matched the “Algerine” class in size. They were armed with a 3in AA gun on the fo’c’sle, and six 20mm AA (6×1) guns in the bridge wings, amidships, and aft; and were fitted with type SL SW.RDF at the head of the foremast.

Displacement: 890 tons (1,250 tons full load).
Dimensions: 215 (pp)/221¼ (oa) × 32¼ × 9½ (10¾ full load) feet.
Machinery: Two shafts, four General Motors 12cyl (bore 8½in × 10in stroke) diesel engines/four General Electric generators/two General Electric electric motors BHP/kW/SHP 3,600/2,400/2,880 = 18 knots.
Bunkers & radius: O.F. 250 tons, 6,370nm @ 16½k.
Armament: One 3in AA, six 20mm AA (6×1) guns.
Complement: 105.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 6/12/41							
BAM.1	AKBAR	General Engineering (Alameda)	General Motors (Cleveland)	6. 7. 42	12.12.42	8. 9.43	Retained USN CHAMPION (1943).
BAM.2	ALICE	-do-	-do-	25. 7.42	5. 1.43	9.10.43	Retained USN CHIEF (1943).
BAM.3	AMELIA	-do-	-do-	19. 8.42	9. 1.43	10.11.43	Retained USN COMPETENT (1943).
BAM.4	AMITY	-do-	-do-	2.10.42	18. 2.43	10. 1.44	Retained USN DEFENSE (1943).
BAM.5	AUGUSTA	-do-	-do-	15.12.42	19. 4.43	12. 1.44	Retained USN DEVASTATOR (1943).
BAM.6	BLAZE	-do-	-do-	7. 1.43	7. 5.43	25. 2.44	Retained USN GLADIATOR (1943).
BAM.7	BRUTUS	-do-	-do-	1. 2.43	21. 5.43	24. 4.44	Retained USN IMPECCABLE (1943).
BAM.8	BUFFALO	-do-	-do-	20. 2.43	22. 6.43	25. 5.44	Retained USN ARDENT (1943).
J.12	CATHERINE ex-BAM.9	Associated Ship-builders (Seattle)	-do-	11. 4.42	7. 9.42	8. 7.43	Turkish Navy ERDEMLI (1947); paid-off .././63.
J.16	CATO ex-BAM.10	-do-	-do-	11. 4.42	7. 9.42	28. 7.43	Torpedoed German chariot off Normandie beaches 6/7/44.
J.23	CELERITY (i) ex-BAM.11	-do-	-do-	2. 6.42	26.10.42	30. 8.43	PIQUE (1942), Turkish Navy EREGLI (1947); paid-off .././74.
J.28	CHAMOIS ex-BAM.12	-do-	-do-	3. 6.42	26.10.42	22 .1.43	Mined off Normandie beaches 21/7/44 & written-off as constructive total loss, mercantile <i>Morning Star</i> (1948), conversion abandoned & scrapped .././50.
J.340	CHANCE ex-BAM.13	-do-	-do-	12. 7.42	27.11.42	13.11.43	Turkish Navy EDREMIT (1947); paid-off .././65.
J.341	COMBATANT ex-BAM.14	-do-	-do-	12. 7.42	27.11.42	22.11.43	Returned USN 15/12/46; sold Greek Government 23/12/44.
J.345	CYNTHIA ex-BAM.15	-do-	-do-	7. 9.42	25. 1.43	17. 7.43	Returned USN 31/12/46; sold 16/12/47 for scrapping.
J.402	ELFREDA ex-BAM.16	-do-	-do-	7. 9.42	25. 1.43	23.12.43	USN OVERSEER (1943), RN ELFREDA (1943), Turkish Navy CESME (1947); paid-off .././75.
Ordered 2/12/41							
J.342	GAZELLE ex-BAM.17	Savannah Machine & Foundry	-do-	2. 7.42	10. 1.43	27. 7.43	Returned USN 11/12/46; sold 17/7/47 for scrapping.
J.346	GORGON ex-BAM.18	-do-	-do-	15. 8.42	24. 1.43	28. 8.43	Returned USN 11/12/46; sold Greek Government 24/12/46.
J.352	GRECIAN ex-BAM.19	-do-	-do-	7. 9.42	10. 3.43	22. 9.43	Turkish Navy EDINCIK (1947); paid-off .././78.
J.400	MAGIC ex-BAM.20	-do-	-do-	15. 1.43	24. 5.43	25.10.43	Torpedoed German chariot off Normandie beaches 6/7/44.
J.401	PYLADES ex-BAM.21	-do-	-do-	30. 1.43	27. 6.43	24.11.43	Torpedoed German chariot off Normandie beaches 8/7/44.
BAM. 22	ERRANT	Associated Ship-builders (Seattle)	-do-	27.10.42	25. 2.43	31.12.43	Retained USN SPEAR (1943).
BAM. 23	ESPOIR	-do-	-do-	27.10.42	25. 2.43	3. 2.44	Retained USN TRIUMPH (1943).
BAM. 24	EXPLOIT	-do-	-do-	28.11.42	5. 4.43	28. 2.44	Retained USN VIGILANCE (1943).
Ordered 24/3/42							
J.403	FAIRY ex-BAM.25	-do-	-do-	28.11.42	5. 4.43	24. 3.44	Returned USN 11/12/46; sold 26/8/47 for scrapping.

J.404	FLORIZIEL ex-BAM.26	-do-	-do-	27. 1.43	20. 5.43	14. 4.44	Mercantile <i>Aida</i> (1952), RHN LASITHI (1959); scrapped Italy 1967.
J.405	FOAM ex-BAM.27	-do-	-do-	27. 1.43	20. 5.43	28. 4.44	Returned USN 11/12/46; sold 26/8/47 for scrapping.
J.406	FROLIC ex-BAM.28	-do-	-do-	5. 3.43	20. 6.43	18. 6.44	Turkish Navy CANDARLI (1947); sold
J.407	GARNET ex-BAM.29	-do-	-do-	5. 3.43	20. 6.43	12. 8.44	JASPER (1944), mercantile <i>Pandelis</i> (1947); scrapped Split 1968.
BAM. 30	SEPOY =	Gulf Shipbuilding (Chickasaw)	-do-	8. 6.42	17. 1.43	9. 8.43	Retained USN DEXTROUS (1943).
Ordered 2/12/41							
J.375	STEADFAST ex-BAM.31	-do-	-do-	8. 6.42	17. 1.43	29. 9.43	Returned USN 24/12/46 & sold.
J.374	TATTOO ex-BAM.32	-do-	-do-	8. 6.42	27. 1.43	26.10.43	Turkish Navy CARSAMBA (1947); sold
Ordered 7/4/41							
J.338	STRENUOUS ex- <i>Vital</i>	-do-	-do-	1. 1.42	7. 9.42	18. 5.43	Mercantile <i>Evening Star</i> (1948), <i>Pride of the West</i> (1949); conversion abandoned & sold German shipbreaker .../56, arrived Hamburg 17/7/56 & scrapped.
J.339	TOURMALINE ex- <i>Usage</i>	-do-	-do-	1. 1.42	4.10.42	7. 6.43	Turkish Navy CARDAK (1947); paid-off .../75.

Patrol Sloops

“PC” class: PC.74, PATHAN.

During the First World War a series of relatively fast patrol vessels (P-boats) were put in hand to relieve destroyers for A/S patrol work, but as they were made as small as possible consistent with seaworthiness they lacked the endurance and general all-round qualities of the convoy sloop. Later units of the class were modified, while building, to resemble merchant ships (PC-boats), and as the builders were allowed a fairly free hand with the conversions there were considerable variations in appearance between them as completed. Their guns were concealed behind lidded ports in the superstructure, and in false deck structures.

Only two vessels remained in service by the outbreak of the Second World War—one in the Royal Navy and one in the Royal Indian Navy—but there was no serious intention to employ them in their original decoy role; and despite her shallow draught the *Pathan* was an early victim of the submarine torpedo.

At the start of the war the *PC.74* had a 12pdr gun concealed in a packing case forward of the bridge, a 4in gun in a dummy deck house aft, and two

twin Lewis gun mountings on the bridge; and a 2pdr AA gun was added on the after well deck shortly after. In 1940 the 4in was replaced by a second 12pdr AA gun; and another 2pdr AA, one 20mm AA, and twin Lewis guns were added. During 1940/41 the *PC.74* operated as a decoy AA vessel under the name *Chatsgrove* (X.85), and in inviting air attack she was perhaps fortunate in that she failed to attract any enemy aircraft.

Early in 1944 the *PC.74* was employed as a high-speed tow for the damaged escort destroyer *Manners*, which was used as a target.

Displacement: 610 tons (780 tons full load) *PC.74*/660 tons (830 tons full load) *Pathan*.

Dimensions: 233 (pp)/247 (oa) × 26½ × 8 *PC.74*/9 *Pathan* (10¼ *PC.74*/11¼ *Pathan*) feet.

Machinery: White-Foster *PC.74*/Yarrow *Pathan* water-tube boilers (...lb/in), two shafts, Brown-Curtis *PC.74*/Parsons *Pathan* SR geared turbines SHP 3,500 = 20 knots.

Bunkers & radius: O.F. 165 tons,nm @ ...k.

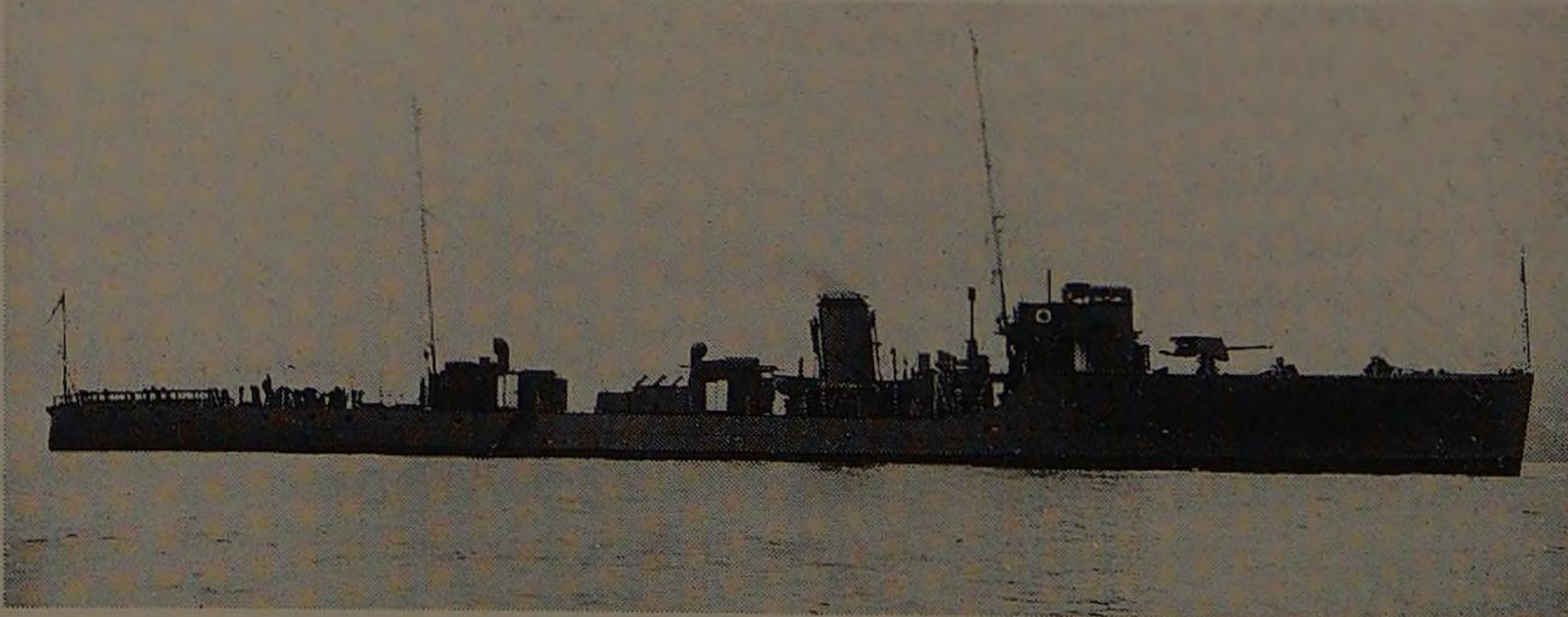
Armament: One 4in, one *PC.74*/two *Pathan* 12pdr (1/2×1) guns.

Complement: 56 *PC.74*/66 *Pathan*.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..1/17							
K.26	PATHAN ex- <i>PC.69</i>	Workman Clark (Bel-fast)	Workman Clark (Bel-fast)	17	11. 3.18	 5.18	RIN; torpedoed Italian submarine GALVANI off Bombay 23/6/40.
Ordered ..6/17							
Z.74	PC.74	White (Cowes)	White (Cowes)	12. 6.18	4.10.18	23.12.18	Sold R S Hayes (Bridgend) 19/7/48, arrived Porthcawl .../48 for scrapping.

“Kingfisher” class: (first group) KINGFISHER, MAL-LARD, PUFFIN; (second group) KITTIWAKE, SHELDRAKE, WIDGEON; (third group) GUILLEMOT, PINTAIL, SHEARWATER.

The lead ship of this class—the *Kingfisher*—was authorised in 1933, and introduced a new category of patrol sloop for escorting coastal shipping. Although not intended as replacements for the P/PC-boats, the class was—in fact—very similar; but they principally owed their inception to the 1930 London Naval Treaty which permitted unrestricted construction of vessels of under 600 tons. Although a useful small escort of under 600 tons was evolved, the design was of too high a standard for large scale production, and had to be dropped on this ground.



Above: Despite the sophistication of a warship hull and turbine machinery the armament of the *Kingfisher* was rudimentary: a 4in gun in local control forward, and depth charges aft. (Real Photographs)



Left: Another view of the *Kingfisher*. The flag superior was later changed to L, then M, and finally to K. (P. A. Vicary)

2×1) were added aft; while SW.271 RDF was fitted on the bridge. Later, the multiple machine gun was replaced by two more 20mm AA (2×1) guns, and AW.286 was added at the masthead in most units.

Their restricted size and radius of action confined the “Kingfisher” class to coastal escort work, but they were the genesis of the later “Flower” class corvettes; which could be regarded as a *Kingfisher* with the production bottle-necks eliminated.

Displacement: (first group) 510 tons (680 tons full load)/ (second group) 530 tons (700 tons full load)/ (third group) 580 tons (750 tons full load).

Dimensions: 234 (pp)/243¼ (oa) × 26½ × 6 (first group)/6¼ (second group)/ 6½ (third group) (8/8¼/8½ full load) feet.

Machinery: Two Admiralty 3-drum boilers (250lb/in), two shafts, Parsons SR geared turbines SHP 3,600 = 20 knots.

Bunkers & radius: O.F. 160 tons,nm @ ...k.

Armament: One 4in (AA in second & third groups), four .5in AA (1×4 in third group only) guns.

Complement: 60.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 15/12/33							
L.70	KINGFISHER	Fairfield (Govan)	Fairfield (Govan)	1. 6.34	14. 2.35	18. 6.35	Sold Stockton Shipping & Salvage 21/4/47, arrived Thornaby .././47 for scrapping.
Ordered 21/3/35							
L.42	MALLARD	Stephen (Linthouse)	Stephen (Linthouse)	35	26. 3.36	 7.36	Sold C W Dorkin 21/4/47, arrived Gateshead .././47 for scrapping.
L.52	PUFFIN	-do-	-do-	35	5. 5.36	 8.36	Damaged ramming German midget submarine North Sea 26/3/45 & written-off as constructive total loss; sold T W Ward 16/1/47, arrived Grays .././47 for scrapping.
Ordered 21/1/36							
L.30	KITTIWAKE	Thornycroft (Woolston)	Thornycroft Woolston)	36	30.11.36	 4.37	Mercantile <i>Tuch Shing</i> (1946); sold
L.06	SHELDRAKE	-do-	-do-	36	28. 1.37	1. 7.37	Mercantile <i>Tuch Loon</i> (1946); sold
Ordered 13/1/37							
L.62	WIDGEON	Yarrow (Scotstoun)	Yarrow (Scotstoun)	37	2. 2.38	38	Sold J J King 21/4/47, arrived Gateshead 25/9/47 for scrapping.
Ordered 6/4/38							
L.89	GUILLEMOT	White (Cowes)	White (Cowes)	22. 8.38	6. 7.39	28.10.39	Sold T W Ward 6/6/50, arrived Grays ../11/50 for scrapping.
L.21	PINTAIL	-do-	-do-	22. 8.38	18. 8.39	28.11.39	Mined off the Humber 10/6/41.
L.39	SHEARWATER	Denny (Dumbarton)	Denny (Dumbarton)	15. 8.38	18. 4.39	7. 9.39	Sold Stockton Shipping & Salvage 21/4/47, arrived Thornaby .././47 for scrapping.

Italian design: HIRA, LAL, MOTI, NILAM.

These vessels were captured from Persia in 1941, were re-armed with British guns, and were transferred to the Royal Indian Navy. Owing to their light construction they were not considered suitable for oceanic work, and were mainly used for seaward defence and training.

Displacement: 331 tons (.... tons full load).

Dimensions: 170 (pp)/..... (oa) × 22 ×d/6 (..full load) feet.

Machinery: Two shafts, FIAT ..cyl (boremm × stroke) diesel engines BHP 900 = 15½ knots.

Bunkers & radius: O.F. tons (3,000nm @ 8k).

Armament: One 12pdr AA, one 20mm AA guns.

Complement: 50.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Captured 25/8/41							
T.301	HIRA ex- <i>Chahbaaz</i>	Partenopei (Napoli)	FIAT (Trieste)	.....	12. 9.31	.....	RIN; retroceded .././46.
T.299	LAL ex- <i>Simorgh</i>	Riuniti (Palermo)	-do-	.....	3. 8.31	.....	RIN; retroceded .././46.
T.300	MOTI ex- <i>Karkas</i>	-do-	-do-	.....	24. 8.31	.....	RIN; scrapped Bombay .././46.
T.302	NILAM ex- <i>Charogh</i>	-do-	-do-	.....	26. 7.31	.....	RIN; retroceded .././46.

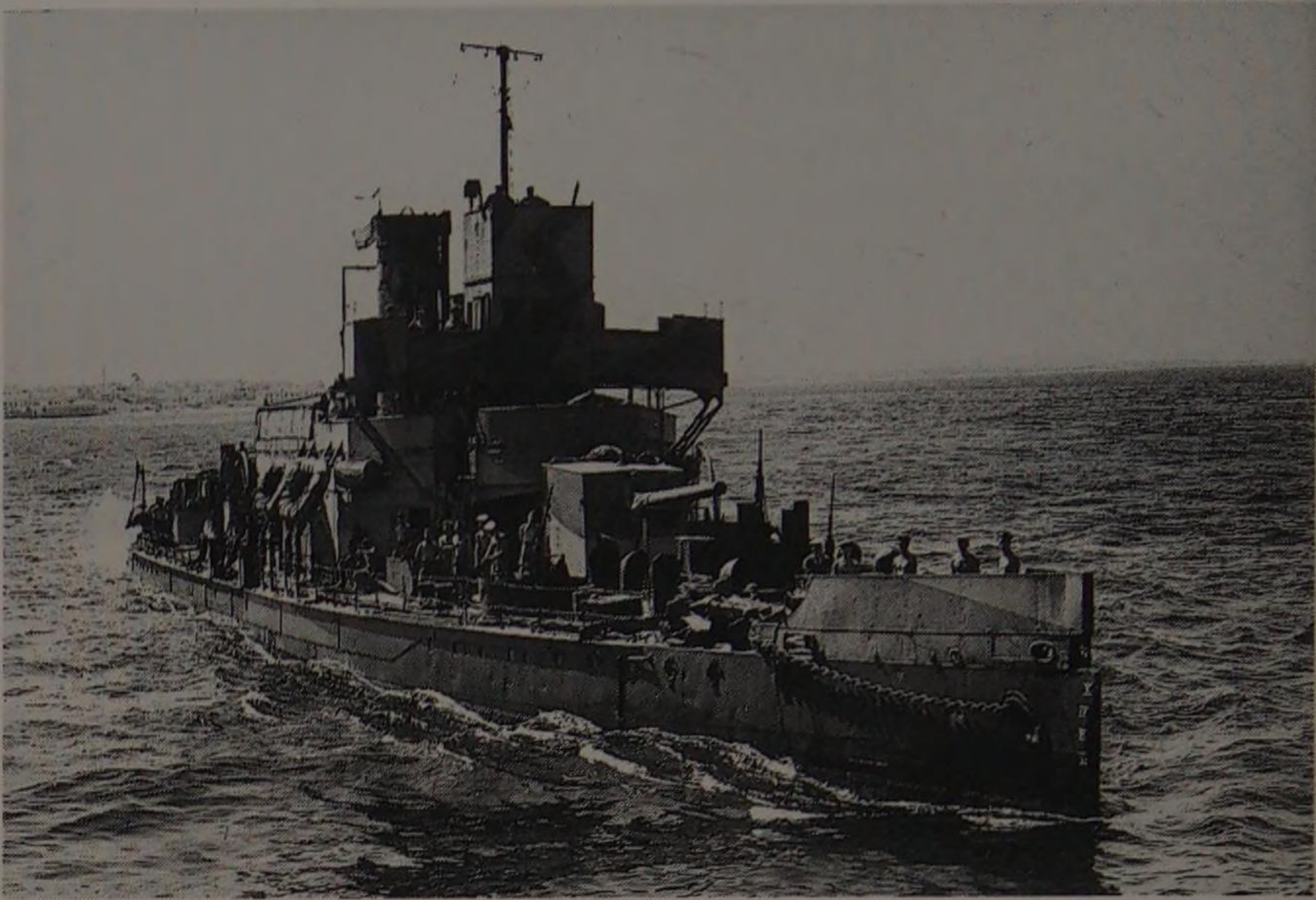
River Gunboats

This category evolved because of the need towards the close of the 19th century to protect British commerce in China; and as the rivers were the principal means of transport in a then undeveloped country, it was natural to provide that protection by riverine vessels. Thus, in essence, the river gunboat—like the escort sloop—was a trade protection vessel; but with a circumscribed area of operation. During the First World War river gunboats had provided support for the British Army during the Mesopotamian, Palestinian, and North Russian campaigns; and post-war were transferred to the China station. It was normal practice for small river gunboats to be dismantled after trials, and be re-erected on site at their operational areas; but this practice was discontinued after the completion of the *Robin*. Larger gunboats were either towed, or made the passage under their own steam.

The large, and old, gunboats of the “Insect” class were all scheduled for early replacement—two had already been scrapped—when the outbreak of the Second World War halted this programme. Three units—the *Cricket*, *Gnat*, and *Ladybird*—were transferred to the Mediterranean, where they rendered sterling service with the inshore squadron off the North African coast. The remainder of the gunboats stayed in China where they suffered disastrously when the Japanese entered the war in 1941. Three were trapped in the upper reaches of the rivers, and were turned over to the Chinese Navy; one was lost at Shanghai, four at Hong Kong, and the three newest units—the *Scorpion*, *Dragonfly*, and *Grasshopper*—at Singapore. Six managed to extricate themselves for further service; while two new gunboats, completing in the U.K., were retained in Home waters. In the post-war years China regained her sovereignty over the treaty ports and rivers, so that there was no further requirement for British river gunboats.

“Insect” class: APHIS, *CICALA, COCKCHAFER, CRICKET, ‡GNAT, LADYBIRD, MANTIS, †MOTH, SCARAB, TARANTULA.

This class was designed during the First World War to engage the Austro-Hungarian monitors on the Danube which were armed with 120mm guns and howitzers, were armoured, and could steam at 13 knots. This, in turn, determined their own characteristics to be armed with 6in guns, and have a speed of 14 knots. As all the transverse bulkheads were unpierced, access to hull compartments was only through deck hatches. The boilers were dual-



Above: The gunboat *Aphis* had two single 20mm AA gun added on the fo’c’sle. (IWM)

fired so that both coal and oil fuel were carried, but by the outbreak of the Second World War most had been converted to oil-firing only.

The units transferred to the Mediterranean had their AA armament augmented by a 2pdr gun, to which the *Ladybird* added one 20mm AA and two 8mm AA ex-Italian guns. This was taken a stage further by the *Cricket* which had her missing 12pdr replaced by a 75mm AA gun, with the addition of two 20mm AA and twelve 8mm AA guns, all ex-Italian.

- Displacement:** 625 tons (855/870 tons full load).
- Dimensions:** 230 (pp)/237½ (oa) × 36 × 8½d/4 (4½ full load) feet.
- Machinery:** Two Yarrow water-tube boilers (...lb/in²), two shafts, reciprocating (VTE cylin:....in:....in ×in stroke) IHP 2,000 = 14 knots.
- Bunkers & radius:** O.F. 104/106 tons except * 145 tons † 76 tons ‡ coal 68 tons + O.F. 52 tons coal 35 tons + O.F. 54 tons,nm @ ...k.
- Protection:**
- Armament:** Two 6in (2×1), one 12pdr AA, ten .303in AA machine (10×1) guns.
- Complement:** 55.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 9/2/15							
T.57	APHIS	Ailsa Shipbuilding (Troon)	Ailsa Shipbuilding (Troon)	 3.15	15. 9.15	11.11.15	Sold Singapore ../7/47 & scrapped.
T.71	CICALA	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	 2.15	10.12.15	 2.16	Bombed Japanese aircraft Hong Kong 21/12/41.
T.72	COCKCHAFER	-do-	-do-	 2.15	17.12.15	 4.16	Sold Singapore ../7/47 & scrapped.
T.75	CRICKET	-do-	-do-	 3.15	17.12.15	 2.16	Bombed German aircraft off Tobruk 30/6/41, written-off as constructive total loss 9/9/41, sold Port Said .././41 & scrapped.
T.60	GNAT	Lobnitz (Renfrew)	Lobnitz (Renfrew)	15	3.12.15	12.15	Torpedoed German submarine U.79 off Bardia 21/10/41, written-off as constructive total loss 7/12/41 & beached Fanana; scrapped .././44.
T.58	LADYBIRD	-do-	-do-	15	12. 4.16	26. 4.16	Bombed German aircraft Tobruk 12/5/41; wreck scrapped in situ .././51.
T.69	MANTIS	Sunderland Ship-building	North-Eastern Marine (Wallsend)	 3.15	14. 9.15	5.12.15	Sold Shanghai 20/1/40 & scrapped.
T.70	MOTH	-do-	-do-	15	9.10.15	21. 1.16	Bombed Japanese aircraft Hong Kong & scuttled 12/12/41, salvaged & IJN gunboat SUMA (1942); mined Upper Yangtse above Nanking 19/3/45.
T.59	SCARAB	Wood Skinner (Newcastle)	-do-	15	7.10.15	14.11.15	Burmese Navy (1946/47); sold Singapore ../5/48 & scrapped.
T.62	TARANTULA	-do-	-do-	15	8.12.15	28.1.16	Hulked as base ship (1941); expended as target gunfire destroyers CARRON & CARYSFORT off Trincomalee 1/5/46.

“Tern” class: SEAMEW, TERN.

This class was designed for the China station, and a feature was arranging all the accommodation above the upper deck to suit prevailing climatic conditions. The armament was all mounted on the superstructure (battery) deck; and while the adoption of turbine propulsion better suited the shallow flat-bottomed hull, the boilers still projected above the upper deck. Bullet-proof plating was normally applied to the wheelhouse, gun shields, and boiler casing. Following the outbreak of the Sino-Japanese conflict the rivers were mined by the Chinese Navy, and sweep gear (paravanes) was fitted to this and subsequent classes.

- Displacement:** 262 tons (330 tons full load).
- Dimensions:** 160 (pp)/167½ (oa) × 27 × ...d/4 (4¼ full load) feet.
- Machinery:** Two Yarrow water-tube boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 1,370 = 14 knots.
- Bunkers & endurance:** O.F. 60 tons,nm @ ...k.
- Armament:** Two 12pdr AA (2×1), eight ·303in AA machine (8×1) guns.
- Complement:** 55.

“Peterel” class: GANNET, PETEREL.

Generally similar to the above class except that the hull was slightly enlarged to accommodate more powerful machinery for a higher speed.

- Displacement:** 310 tons (400 tons full load).
- Dimensions:** 177 (pp)/184¾ (oa) × 29 × ...d/3¼ (4¼ full load) feet.
- Machinery:** Two Yarrow water-tube boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 2,250 = 16 knots.
- Bunkers & radius:** O.F. 78 tons,nm @ ...k.
- Armament:** Two 12pdr AA (2×1), eight ·303in AA (8×1) guns.
- Complement:** 60.

Yarrow design: FALCON.

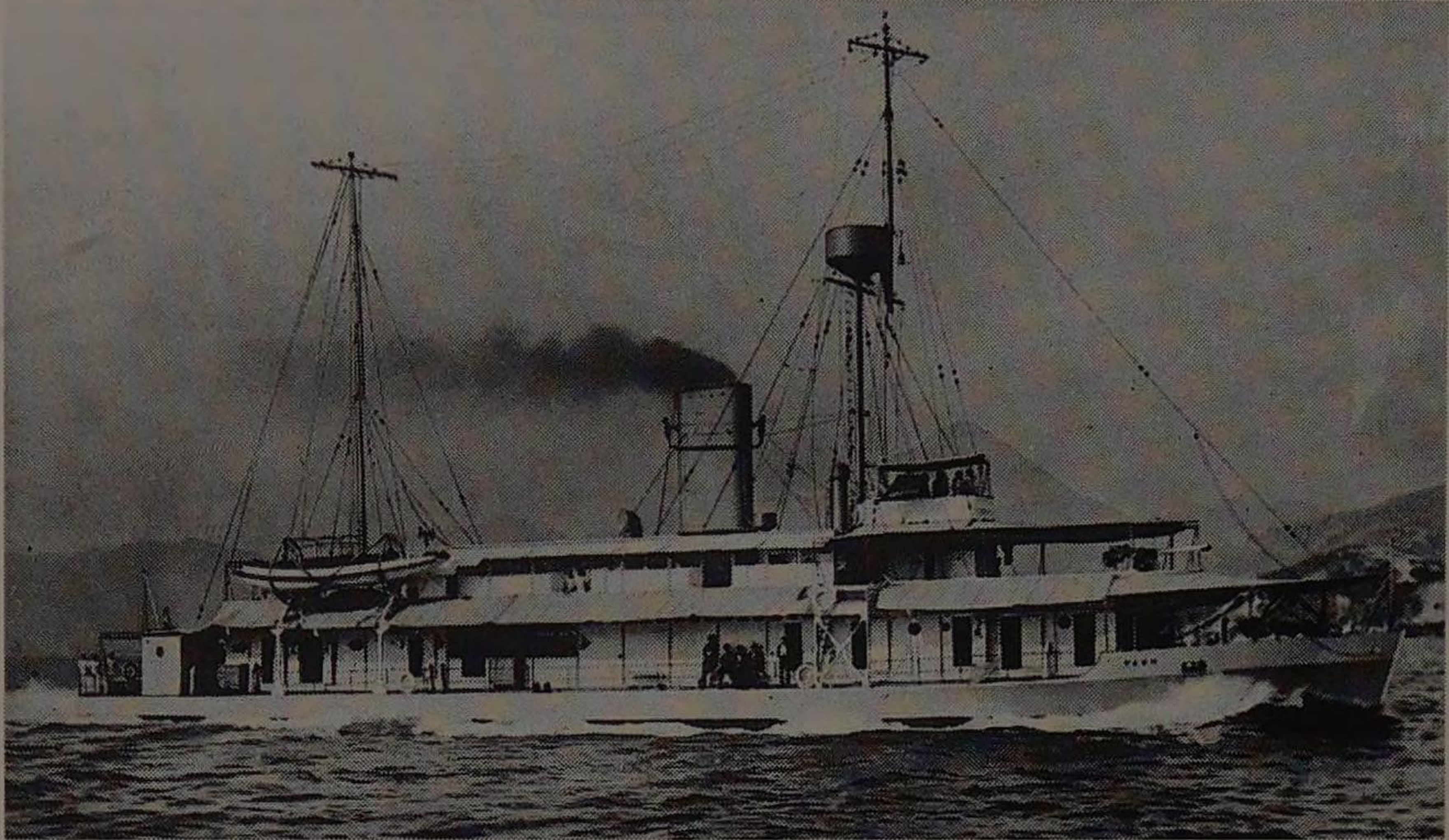
This unit was shortened to cope with the tight bends in the upper reaches of rivers; and had a 2-storied superstructure, so that some guns were carried at a higher level.

- Displacement:** 372 tons (470 tons full load).
- Dimensions:** 146 (pp)/150 (oa) × 28¾ × ...d/4¾ (6 full load) feet.
- Machinery:** Two Admiralty 3-drum boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 2,250 = 15 knots.
- Bunkers & radius:** O.F. 89 tons,nm @ ...k.
- Armament:** Two 6pdr (2×1), ten ·303in AA machine (10×1) guns, one 3·7in howitzer.
- Complement:** 58.

Thornycroft design: SANDPIPER.

The hull was optimised to secure the minimum draught so that this unit could proceed farther up the rivers than any of her consorts; but there was an inexplicable reversion to heavier reciprocating machinery possibly because there were no marine turbines with such a low output.

- Displacement:** 185 tons (215 tons full load).
- Dimensions:** 160 (pp)/167¼ (oa) × 30¼ × ...d/1¾ (2 full load) feet.
- Machinery:** One Admiralty 3-drum boiler (...lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 600 = 11¼ knots.



Above: As is evident from the photographs of the *Seamew* (top) and *Tern* (above) the hull was of very shallow depth so that the boilers and main engines protruded above the upper deck, and were enclosed by casings with short accommodation blocks at each end. The armament was mounted at each end of the battery deck above, and had additional accommodation in between. Prominent at the head of the foremast was the crow’s nest for the lookouts. (P. A. Vicary)

- Displacement:** 226 tons (275 tons full load).
- Dimensions:** 150 (pp)/..... (oa) × 26¼ × ...d/3 (3½ full load) feet.
- Machinery:** One Admiralty 3-drum boiler (...lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 800 = 12¾ knots.
- Bunkers & endurance:** O.F. 41 tons,nm @ ...k.
- Armament:** One 6pdr, eight ·303in AA machine (8×1) guns, one 3·7in howitzer.
- Complement:** 32.

Yarrow design: ROBIN.

This was another shallow-draught design, also with reciprocating machinery, but with a shorter and deeper hull.

- Displacement:** 226 tons (275 tons full load).
- Dimensions:** 150 (pp)/..... (oa) × 26¼ × ...d/3 (3½ full load) feet.
- Machinery:** One Admiralty 3-drum boiler (...lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 800 = 12¾ knots.
- Bunkers & endurance:** O.F. 41 tons,nm @ ...k.
- Armament:** One 6pdr, eight ·303in AA machine (8×1) guns, one 3·7in howitzer.
- Complement:** 35.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 21/12/25							
T.08	GANNET	Yarrow (Scotstoun)	Yarrow (Scotstoun)	26	10.11.27	28	Re-assembled in China, Chinese Navy YING SHAN (1942); scrapped.
T.21	PETEREL	-do-	-do-	26	18. 7.27	28	Re-assembled in China; gunfire Japanese cruiser IDZUMO Shanghai 8/12/41.
Ordered 14/1/26							
T.43	SEAMEW	Yarrow (Scotstoun)	Yarrow (Scotstoun)	27	16. 1.28	28	Re-assembled in China; sold Basrah 27/8/47 for scrapping.

T.64	TERN	-do-	-do-	27	29. 8.27	27	Re-assembled in China; scuttled at Hong Kong 19/12/41.
Ordered 9/12/29							
T.74	FALCON	Yarrow (Scotstoun)	Yarrow (Scotstoun)	29	18. 5.31	30. 9.31	Re-assembled by Kiangnan Dock & Engineering (Whampoa), Chinese Navy LUNG HUAN (1942), YING TEH (1948), NAN CHIANG (1950); scrapped.
Ordered 26/4/32							
T.41	SANDPIPER	Thornycroft (Woolston)	Thornycroft (Woolston)	32	9. 6.33	33	Re-assembled in China, Chinese Navy YING HAO (1942); scrapped.
Ordered 16/1/33							
T.65	ROBIN	Yarrow (Scotstoun)	Yarrow (Scotstoun)	33	7. 3.34	34	Re-assembled in China, boom defence depot ship (1941); scuttled Hong Kong 25/12/41.

White design: SCORPION.

A deeper hull was adopted for this unit, and most of the crew accommodation was consequently moved down from the superstructure; but there was an accompanying increase in draught which restricted her to the lower reaches of the rivers. The 4in gun was preferred to the 6in gun mounted in the “Insect” class, as the higher rate of fire was of more all-round use than the heavier shell; and bullet-proof bulwarks were placed abreast the mountings. She was fitted-out to serve as the flagship of the gunboat flotilla; and it was intended to convert her into an anti-submarine vessel.

Displacement: 670 tons (850 tons full load).

Dimensions: 200 (pp)/208¾ (oa) × 34¾ ×d/5 (6 full load) feet.

Machinery: Two Admiralty 3-drum boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 4,500 = 17 knots.

Bunkers & radius: O.F. 136 tons,nm @ ...k.

Armament: Two 4in (2×1), two 3pdr (2×1), eight ·303in AA machine (8×1) guns, one 3·7in howitzer.

Complement: 93.

“Dragonfly” class: BEE, DRAGONFLY, GRASSHOPPER, LOCUST, MOSQUITO.

A reduced edition of the *Scorpion* by eliminating the flag facilities, but with no loss of military characteristics, and the addition of an LA.DCT on the bridge. The *Locust* and *Mosquito* had their armament modified by replacing the after 4in gun by four 2pdr AA (1×4), and adding a single 20mm AA gun at the stern; and the *Mosquito* had two more 20mm AA (2×x1) added later when converted to a small headquarters ship.

Displacement: 585 tons (685 tons full load).

Dimensions: 190 (pp)/196½ (oa) × 33 ×d/5 (6¼ full load) feet.

Machinery: Two Admiralty 3-drum boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 3,800 = 17 knots.

Bunkers & radius: O.F. 90 tons,nm @ ...k.

Armament: Two 4in (2×1), eight ·303in AA machine (8×1) guns, one 3·7in howitzer.

Complement: 74.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 6/11/36							
T.67	SCORPION	White (Cowes)	White (Cowes)	36	20.12.37	38	Gunfire IJN destroyer Banka Strait 13/2/42.
Ordered 9/8/37							
T.11	DRAGONFLY	Thornycroft (Woolston)	Thornycroft (Woolston)	29.12.37	8.12.38	5. 6.39	Bombed Japanese aircraft south of Singapore 14/2/42.
T.85	GRASSHOPPER	-do-	-do-	29.12.37	19. 1.39	13. 6.39	Bombed Japanese aircraft south of Singapore 14/2/42 & beached.
Ordered 20/6/38							
T.28	LOCUST	Yarrow (Scotstoun)	Yarrow (Scotstoun)	29.11.38	28. 9.39	17. 5.40	Headquarters ship (1944), RNVR drillship (1951); sold
T.94	MOSQUITO	-do-	-do-	5.12.38	14.11.39	19. 4.40	Bombed German aircraft off Dunkerque 1/6/40.
Ordered .././39							
T.61	BEE	White (Cowes)	White (Cowes)	.....	.....	.....	Cancelled ../3/40.

Corvettes and Frigates

“Flower” class: (RN group) ABELIA, ACANTHUS, ACONITE, ALISMA, ALYSSUM, AMARANTHUS, ANCHUSA, ANEMONE, ARABIS (i), ARBUTUS (i), ARMERIA, ARROWHEAD, ASPHODEL, ASTER, AUBRIETA, AURICULA, AZALEA, †BALSAM, BEGONIA, BELLWORT, BERGAMOT, BITTERSWEET, †BLUEBELL, BORAGE, BRYONY, BURDOCK, BUTTERCUP, CALENDULA, CAMELLIA, CAMPANULA, CAMPION, CANDYTUFT, CARNATION, CELANDINE, CHRYSANTHEMUM, CLARKIA, CLEMATIS, CLOVER, COLTSFOOT, COLUMBINE, CONVULVULUS, COREOPSIS, †CORIANDER, COWSLIP, CROCUS, CYCLAMEN, DAHLIA, DELPHINIUM, DIANELLA, DIANTHUS, EGLANTINE, ERICA, EYEBRIGHT, FEN-

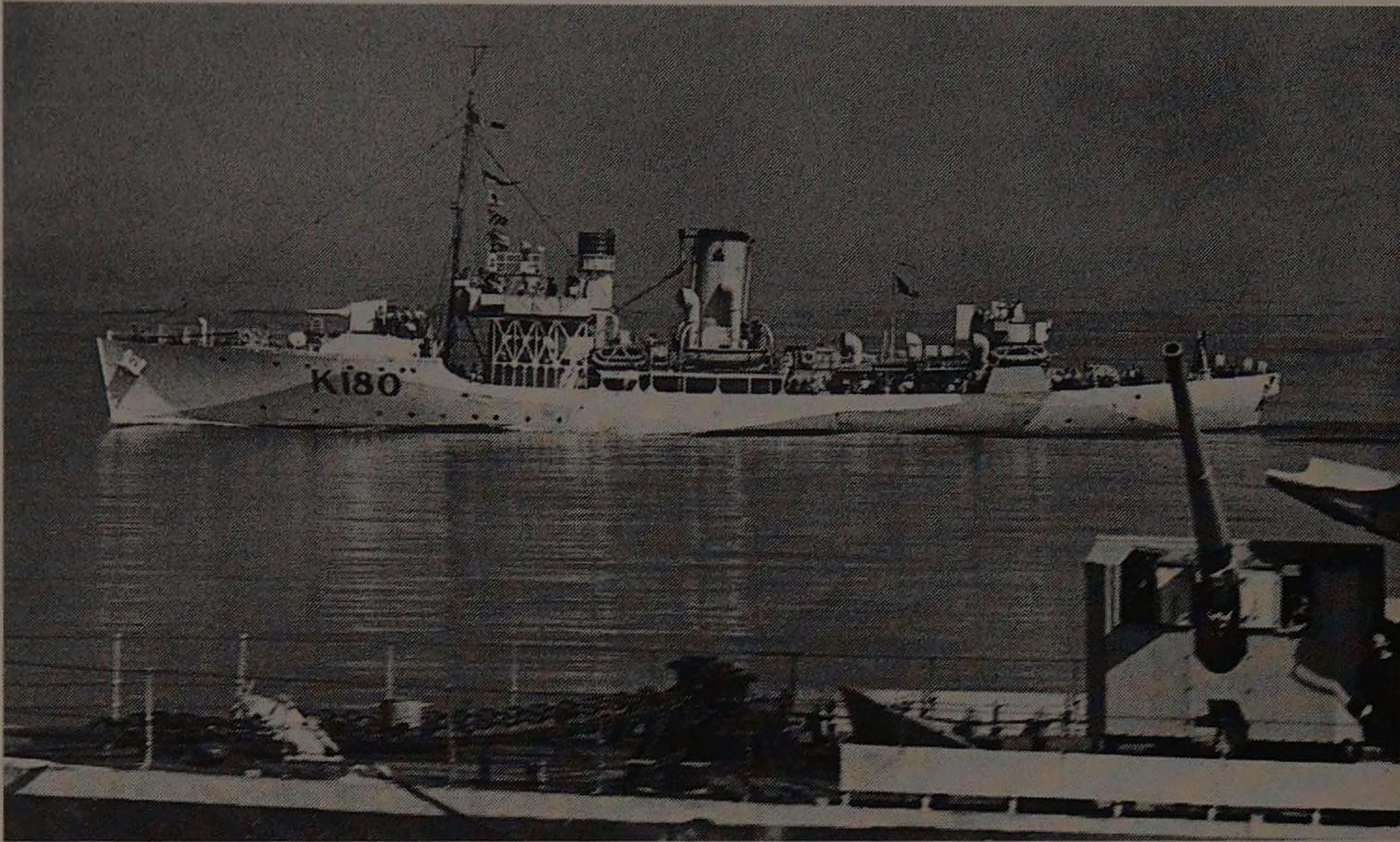
NEL, FLEUR-DE-LYS, FREESIA, FRITILLARY, GARDENIA, GENISTA, GENTIAN, GERANIUM, GLADIOLUS, GLORIOSA, GLOXINIA, GODETIA (i), †GODETIA (ii), HAREBELL, HEARTSEASE, HEATHER, HELIOTROPE, HEMLOCK, HEPATICA, HIBISCUS, HOLLYHOCK, HONEYSUCKLE, HYACINTH, HYDERBAD, HYDRANGEA, IVY, JASMINE, JONQUIL, KINGCUP, LA MALOUINE, LARKSPUR, LAVENDER, LING, LOBELIA, LOOSESTRIFE, LOTUS (i), †LOTUS (ii), MALLOW, MARGUERITE, MARI-GOLD, MARJORAM, MAYFLOWER, †MEADOWSWEET, MIGNONETTE, MIMOSA, MONKSHOOD, MONTBRETIA, MYOSOTIS, NARCIS-SUS, NASTURTium, NIGELLA, ORCHIS, OXLIP,

PENNYWORT, PEONY, PENSTEMON, PERIWINKLE, PETUNIA, PICOTEE, PIMPERNEL, †PINK, POLYANTHUS, POPPY, †POTENTILLA, PRIMROSE, PRIMULA, RANUNCULUS, RHODODENDRON, ROCKROSE, ROSE, SALVIA, †SAMPHIRE, SAXIFRAGE, SNAP-DRAGON (i), SNOWBERRY, SNOWDROP, †SNOW-FLAKE, SPIKENARD, SPIRAEA, STARWORT, †STONECROP, SUNDEW, SUNFLOWER, †SWEET-BRIAR, †TAMARISK, †THYME, TRILLIUM, TULIP, VERBENA, VERONICA, VERVAIN, †VETCH, VIOLET, WALLFLOWER, WINDFLOWER, WOODRUFF, ZINNIA. (RCN group) AGASSIZ, ALBERNI, ALCOMA, AMHERST, ARVIDA, BADDECK, BARRIE, BATTLEFORD, BRANDON, †BRANTFORD, BUCTOUCHE, ††CALGARY, CAMROSE, CHAMBLY, ††CHARLOTTETOWN, CHICOUTIMI, CHILLIWACK, COBALT, COLLINGWOOD, DAUPHIN, DAWSON, DRUMHELLER, †DUNDAS, DUNVEGAN, EDMUNDSTON, ††FREDERICTON (ii), GALT, ††HALIFAX, KAMLOOPS, KAMSACK, KENOGAMI, ††KITCHENER (ii), ††LA MALBAIE, LETHBRIDGE, LÉVIS (i), LOUISBURG (i), LUNENBURG, MATAPEDIA, †MIDLAND, MONCTON, MOOSE JAW, MORDEN, NANAIMO, NAPANEE, †NEW WESTMINSTER, OAKVILLE, ORILLIA, PICTOU, ††PORT ARTHUR, PRESCOT, QUESNELL, ††REGINA, RIMOUSKI, ROSTHERN, SACKVILLE, SASKATOON, SHAWINIGAN, SHEDIAC, SHERBROOKE, SOREL, SUDBURY, SUMMERSIDE, THE PAS, †TIMMINS, TRAIL, †VANCOUVER (ii), ††VILLE DE QUEBEC, WETASKIWIN, WEYBURN, ††WOODSTOCK.

During 1938/39 a realistic appraisal was made of escort vessels, as to numbers required and numbers available, and the deficiency of the latter was most apparent. To meet this shortage there was no alternative but to resort to a simpler design in which the non-specialist warship builders could participate; and eliminate such production bottlenecks as fire control systems, turbines, reduction gearing, etc. installed in sloops, for which there was a strictly limited capacity.

In 1939 Smiths Dock submitted a sketch plan for a coastal escort based on their whaler *Southern Pride*, and this was accepted by the Admiralty as a basis for the final design, which was jointly prepared by both in collaboration with the registration societies—Lloyds Register and the British Corp.—which would oversee their construction. The hull was lengthened some 30ft to provide extra space and improved sub-division, the internal arrangements were varied to suit naval requirements, and while the same type of commercial reciprocating machinery was retained, its speed was raised to 185 rpm for increased output and speed. More than anything else it was speed that determined that the new coastal escort was based on the faster whaler rather than the slower trawler, and only by selecting the former was it possible to meet the Staff requirement of 16 knots, which was considered the minimum for an anti-submarine vessel.

"FLOWER" CLASS: WEIGHTS	
Item	Weight
Hull & fittings	491 tons
Machinery	375 tons
Armament	17 tons
Equipment	57 tons
Standard	940 tons
Oil fuel	230 tons
Reserve feed water	25 tons
Full load	1,195 tons



Top: As completed the *Gentian* was armed with one 4in, one 2pdr AA, and four .303in AA machine (2×2) guns. Note original design features of short fo’c’sle, mast stepped forward of bridge, and mattress protection to bridge. (P. A. Vicary)

Above: The *Collingwood*’s bridge was modified to include wing extensions supported to take 20mm AA guns, a monkey island over the asdic hut, and SW.271 RDF added at the rear. (IWM)

The reversion to single-screw reciprocating machinery was a practical necessity, as it was the only type of prime mover available in any quantity in the U.K.; added to which it was the type of installation with which reserve personnel—who would man these vessels—would be most familiar. The same expediency also dictated the retention of cylindrical boilers, and their simple operating procedure partly compensated for their lack of flexibility in meeting sudden changes of speed (see *Note 1*). Owing to a stern trim of about 6ft the slow-turning, large diameter propeller was well immersed, and propulsive efficiency and manoeuvrability were very good.

The hull had considerable sheer and flare, and the short fo’c’sle terminated forward of the bridge; but the upper deck was continuously bounded by a gunwale. There was a long casing over the boilers and engine rooms, forward of which was the bridge structure; while the boiler uptakes were led to a single funnel amidships. Pole masts were stepped fore and aft, the foremast being forward of the bridge in order to secure sufficient spread of aerial for the long-range W/T installation (see *Note 2*). The armament comprised a 4in gun on a raised platform on the fo’c’sle, and two twin Lewis gun posi-

Note 1: The last 16 Royal Canadian Navy units were fitted with Admiralty 3-drum boilers.
Note 2: Only the first six Royal Navy ships completed were so rigged as it was intended to employ them on blockading duties with the Northern patrol. Fortunately, this ridiculous plan was soon dropped; and as a shorter-range W/T installation, which met coastal escort requirements, could make do with a shorter aerial spread, it was an easy matter to omit the mainmast. However, with some 100 corvettes building, the foremast could not be precipitately re-positioned; and is an indication how design can be adversely influenced by inept Admiralty staff decisions. On the other hand, over 50 Royal Canadian Navy units were completed with two masts before the revised rig could be introduced.

tions at the aft end of the casing. A light AA position was later fitted abaft the funnel for a 2pdr gun (see *Note 3*), although a few units had to make do with a multiple machine gun; and the Lewis guns were re-mounted in the bridge wings. For A/S work there was type 123A Asdic; and two mortars in the waist, and two racks at the stern, for depth charges.

Like the patrol sloops these vessels were intended for operation in coastal and adjacent waters, but as the term escort vessel was considered unsuitable they were given the new rating of corvette prior to their entry into service. Following the German occupation of Western Europe by mid-1940, German submarines could now sortie from a seaboard which extended from the North Cape to the French Biscay ports, while previously their sole oceanic exit had been restricted to the relatively shallow waters between Scotland and Norway. This permitted a more widespread attack on British trade from bases closer to the operational areas, and to counter this the corvettes had now to move farther afield than was the original intention to protect the convoys. Not unnaturally, they did not prove ideal ocean escorts as they were too short for the task, and while good sea boats were too lively in adverse weather conditions to the extent that crew efficiency was impaired. In addition, extra crew were required for oceanic employment, and living conditions were very cramped.

Modifications effected as a result of war experience included:—

- (a) extending the fo’c’sle to abaft the bridge to provide much needed extra accommodation;
- (b) installing SW.271 RDF on the bridge (see *Note 4*);
- (c) the addition of two 20mm AA (2×1) guns in the bridge wings;
- (d) fitting the DG coil internally;
- (e) re-modelling the bridge to incorporate RDF, Asdic cabinet, and light AA guns; and
- (f) re-stepping the foremast abaft the bridge;

and these modifications were applied—in whole or part—to corvettes under construction in 1940/41. The first unit to be completed with a long fo’c’sle was the *Verbena*, and only about 50 earlier units had the short fo’c’sle. In addition, where the stage in construction permitted, increased sheer and flare were incorporated into the hulls (marked †) of a small number of vessels, in order to improve seaworthiness. This increased the length to 193 (pp)/208½ (oa) ft, and the displacement to 1,015 (standard)/1,250 (full load) tons. As surfaced submarines were often engaged at close range by the 4in gun, the increased sheer entailed raising the gun platform so as to utilise the full depression of the gun; and this in turn necessitated raising the bridge height by one deck.

There were some non-standard variations: 24 Royal Navy units were temporarily fitted for minesweeping with wire sweeps, and a further 16 were equipped with an acoustic hammer forward, and an LL sweep aft; while 54 Royal Canadian Navy vessels were also equipped with wire sweeps. The latter had the casing shortened by 8ft to make room for this gear, and the galley which had been positioned there was re-sited aft of the bridge. In the Royal Navy vessels this increased the full load displacement to 1,203 tons,

Below: By 1942 the *Nasturtium* had the fo’c’sle extended aft, and SW.271 RDF added aft of the bridge; but still had the mast stepped forward of the bridge, and retained the makeshift multiple AA machine gun aft. (Admiralty)



and 40 tons of ballast had to be carried to compensate for the additional topweight. In areas where there was a shortage of salvage tugs, some units—including the *Gloxinia*, *Monkshood*, and *Peony*—were fitted with a towing hook and rope guards at the stern. The *Gloxinia*, *Hyacinth*, and *Peony* retained the short fo’c’sle, but had additional berthing added between the bridge and the funnel, and carried AW.286 RDF at the head of the foremast. The *Gloxinia* mounted a 12pdr AA gun abaft the funnel, with the 2pdr AA moved to the aft end of the casing; and the *Hyacinth*, *Peony*, and *Primula* had a 12pdr AA in place of the 4in gun forward, two 20mm AA (2×1) added abreast the multiple machine gun amidships, a 2pdr AA gun at the aft end of the casing, and a 20mm AA gun at the stern.

Further modifications carried out during 1943/44 were to add a spigot A/S mortar (Hedgehog) at the aft end of the forward 4in gun platform (to starboard), replace the 20mm AA in the bridge wings by 6pdr guns (in some), add two/four 20mm AA guns (2/4×1) guns in the waist, move the 2pdr AA gun to the aft end of the casing and replace it by a twin 20mm mounting (in some); and re-step a short mainmast (in some).

Of the corvettes ordered by the French Navy, the initial order for four British-built units was completed. The lead ship—*La Bastiaise*—was mined while running trials off Hartlepool (see *Note 5*); but none of the others was completed before the French surrender in mid-1940, and were taken over by the Royal Navy, as was the subsequent order for twelve vessels. Work had started on four of the six units ordered from French shipyards; however, these were captured incomplete, and were finally completed for the German Navy as the patrol vessels PA.1–4.

Owing to the chronic shortage of escorts vessels in the United States Navy 15 corvettes were ordered from Canadian yards in 1941. Such was the urgency of the situation that ten units were transferred from the Royal Navy in 1942; and were re-armed with an American pattern 4in gun forward, and a 3in AA gun aft. Some—such as the *Surprise*—were later modified with a light tripod foremast carrying type SG SW.RDF at its head, and the addition of two 20mm AA (2×1) guns at the aft end of the fo’c’sle deck. In part compensation, the United States Navy only took over eight of the corvettes built in Canadian yards, and the remaining seven were transferred to the Royal Navy on completion. The cancellation of six units in early 1941 was brought about so that the shipyard—Harland & Wolff—could undertake construction of landing ships tank (Mark 1).

Displacement: 940 tons (1,180 tons full load).

Dimensions: 190 (pp)/205½ (oa) × 33 × 17½d/11¼ (13¼ full load) feet.

Machinery: Two SE cylindrical except ‡ Admiralty 3-drum boilers (225lb/in²), one shaft, reciprocating (VTE—cyl 18½in:31in:38½in (2) × 30in stroke) IHP 2,750 = 16 knots.

Bunkers & radius: O.F. 230 tons, 5,000/3,450/2,630nm @ 10/12/16k.

Armament: One 4in, four .303 Lewis (2×2) guns.

Complement: 29 (coastal)/47 (oceanic) (53/85 war).

Modified “Flower” class: (RN group) ARABIS (ii), ARBUTUS (ii), BALM, BETONY, BUGLOSS, BURNET, CHARLOCK, COMFREY, CORNEL, DITTANY, FLAX, HONESTY, LINARIA, MANDRAKE, MILFOIL, MUSK, NEPETA, PRIVET, ROSEBAY, SMILAX, STATICE, WILLOWHERB. (RCN group) ASBESTOS, ATHOLL, BEAUHARNOIS, BELLEVILLE, BRAMPTON, COBURG, FERGUS, FOREST HILL (ii), FRONTENAC, GIFFARD (ii), GUELPH, HAWKESBURY, INGERSOLL, LACHUTE, LINDSAY, LISTOWEL, LONGBRANCH (ii), LOUISBURG (ii), MEAFORD, MERRITONIA (i), MIMICO (ii), NORSYD, NORTHBAY, OWEN SOUND,

Note 3: In Canadian-built units this was positioned at the aft end of the casing, so that its arc of fire was not restricted by the stays of the mainmast.

Note 4: Initially, this was offset to starboard or port to secure clear arcs forward and aft; but was later re-sited nearer the centreline, and aft of the bridge.

Note 5: This loss was particularly unfortunate in that most of Smiths Dock design team was aboard, and only a few survived.



Above, left and right: The second *Arbutus* belonged to the modified “Flower” class which adopted all the modifications that had been incorporated piecemeal on the earlier vessels. There was now provision for eight 20mm AA (1×2 and 6×1) guns, an A/S spigot mortar was mounted on the 4in gun platform (to starboard), and the hull had increased sheer. She clearly showed the twin power-operated 20mm AA mounting aft, which had supplanted the 2pdr AA gun. Note absence of cowl ventilators following the adoption of forced-draught water-tube boilers. (IWM/P. A. Vicary)

PARRY SOUND, PETERBOROUGH, RENFREW, RIVIÈRE DU LOUP, ST LAMBERT, SIMCOE, SMITHS FALL, STELLARTON, STRATHROY, THORLOCK, TRENTONIAN, WEST YORK, WHITBY, and five unnamed.

All the modifications incorporated wholly, or partly, in the preceding class were embraced by this design; with the addition of water-tube boilers under forced draught which did away with the prominent cowl ventilators that were a conspicuous feature of the original design. As the water-tube boilers occupied less space the wing bunker tanks could be enlarged, but as they were also much lighter 70 tons of ballast had to be shipped to compensate for the

lack of bottom weight. The more obvious recognisable feature, however, was that the masts and funnel were stepped vertically. The class did not remain long in production as the decision had already been made to switch to larger construction, viz. the “River” class frigate and the “Castle” class corvette (q.v.); but in order to keep Canadian shipyards fully employed—especially those on the Great Lakes which were constrained in size because of the Lachine Canal—the Royal Canadian Navy kept the modified class longer in production. It was intended to shift to the “Castle” class—and orders had already been awarded—but the Atlantic battle was won before this could be implemented.

Displacement: 976 tons (1,348 tons full load).
Dimensions: 193 (pp)/208¼ (oa) × 33 × 17½d/11 (14 full load) feet.
Machinery: Two Admiralty 3-drum boilers (225lb/in²), one shaft, reciprocating (VTE—cyl 18½in: 31in:38½in (2) × 30in stroke) IHP 2,880 = 16 knots.
Bunkers & radius: O.F. 340 tons, 5,000nm @ 10k.
Armament: One 4in, eight 20mm AA (1×2 & 6×1) guns; twenty-four A/S (1×24) mortars.
Complement: 109.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 25/7/39							
M.48	ANEMONE	Blyth Dry Dock	G Clark (Sunderland)	26.10.39	22. 4.40	12. 8.40	Mercantile <i>Pelikan</i> (1949), <i>Ostfold</i> (1964); scrapped Norway .././64.
M.86	ARBUTUS (i)	-do-	-do-	30.11.39	5. 6.40	12.10.40	Torpedoed German submarine U.136 North Atlantic 5/2/42.
M.36	ASPHODEL	G Brown (Greenock)	J Kincaid (Greenock)	20.10.39	25. 5.40	11. 9.40	Torpedoed German submarine U.575 off Cape Finisterre 9/3/44.
M.96	AUBRIETTA	-do-	-do-	27.10.39	5. 9.40	23.12.40	Mercantile <i>Arnfinn Bergan</i> (1948); scrapped Grimstad .././66.
M.12	AURICULA	-do-	-do-	25.11.39	14.11.40	5. 3.41	Mined Kourier Bay 5/5/42 & foundered following day.
M.25	AZALEA	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	15.11.39	8. 7.40	27. 1.41	Mercantile <i>Norte</i> (1946); lost collision off Cape Santa Marta 19/1/55.
M.66	BEGONIA	-do-	-do-	13. 3.40	18. 9.40	3. 3.41	USN IMPULSE (1942/45), mercantile <i>Begonlock</i> (1946), <i>Fundiciones Molinas</i> (1949), <i>Astiluzi</i> (1951), <i>Rio Mero</i> (1955); wrecked en route Canary Islands/Valencia 21/1/70.
M.80	BLUEBELL	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	25.10.39	24. 4.40	19. 7.40	Torpedoed German submarine U.711 off Kola Inlet 17/2/45.
M.18	CAMPANULA	-do-	-do-	26.10.39	23. 5.40	6. 9.40	Sold Clayton & Davie .././47, arrived Dunston 21/8/47 for scrapping.
M.09	CANDYTUFT	Grangemouth Dock-yard	North-Eastern Marine (Wallsend)	31.10.39	8. 7.40	16.10.40	USN TENACITY (1942/45), mercantile (name unchanged – 1947); sold .././...
M.00	CARNATION	-do-	-do-	26. 2.40	3. 9.40	22. 2.41	RNethN FRISIO (1943/45), mercantile <i>Southern Laurel</i> (1949); scrapped Stavanger .././66.
M.75	CELANDINE	-do-	Ailsa (Troon)	30. 4.40	28.12.40	30. 4.41	Sold J Lee .././48, arrived Portaferry ../10/48 for scrapping.
M.36	CLEMATIS	Hill (Bristol)	Richardson Westgarth & G Clark (Sunderland)	11.10.39	22. 4.40	27. 7.40	Sold C W Dorkin .././49, arrived Gateshead ../9/49 for scrapping.
M.94	COLUMBINE	-do-	-do-	2.11.39	13. 8.40	9.11.40	Mercantile <i>Leif Welding</i> (1949); scrapped Grimstad .././66.
M.45	CONVOLVULUS	-do-	-do-	17. 1.40	22. 9.40	26. 2.41	Sold J Cashmore 21/8/47, arrived Newport 5/10/47 for scrapping.

M.32	COREOPSIS (ii)	Inglis (Pointhouse)	J Kincaid (Greenock)	19. 9.39	23. 5.40	17. 8.40	RHN KRIEZIS (1943/52); sold T Young .././52, arrived Sunderland 22/7/58 for scrapping.
M.49	CROCUS	-do-	-do-	26.10.39	26. 6.40	20.10.40	Mercantile <i>Annlock</i> (1946); scrapped Hong Kong .././52.
M.82	CYCLAMEN	Lewis (Aberdeen)	Lewis (Aberdeen)	30.11.39	20. 6.40	30. 9.40	Mercantile <i>Southern Briar</i> (1948); broke tow & wrecked Jutland 18/12/66 en route Ghent for scrapping.
M.07	DAFFODIL	-do-	-do-	8.12.39	3. 9.40	6. 1.41	DIANELLA (1940); sold J Lee .././47, arrived Portaferry 24/6/47 for scrapping.
M.59	DAHLIA	-do-	-do-	28. 2.40	31.10.40	21. 3.41	Sold G Howells .././48, arrived Gelleswick Bay 20/10/48 for scrapping.
M.77	DELPHINIUM	Robb (Leith)	Ailsa (Troon)	31.10.39	6. 6.40	15.11.40	Sold R S Hayes .././49, arrived Pembroke Dock .././49 for scrapping.
M.95	DIANTHUS	-do-	-do-	31.10.39	9. 7.40	17. 3.41	Mercantile <i>Thorslep</i> (1949); scrapped Norway .././70.
M.99	GARDENIA	Simons (Renfrew)	Simons (Renfrew)	20. 9.39	10. 4.40	24. 5.40	Lost collision trawler FLUELLEN off Oran 9/11/42.
M.16	GERANIUM	-do-	-do-	21. 9.39	23. 4.40	24. 6.40	RDN THETIS (1945); scrapped Odense .././63.
M.34	GLADIOLUS	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	19.10.39	24. 1.40	6. 4.40	Torpedoed German submarine U.558 Western Approaches 16/10/41.
M.72	GODETIA (i)	-do-	-do-	4. 1.40	8. 5.40	15. 7.40	Lost collision mercantile <i>Marsa</i> off Northern Ireland 6/9/40.
	LA BASTIAISE	-do-	-do-	18.11.39	8. 4.40	22. 6.40	French Navy, mined running trials off Hartlepool 22/6/40.
K.122	LA DIEPPOISE	-do-	-do-	30. 1.40	21. 6.40	26. 8.40	French Navy, RN FLEUR DE LYS (1940); torpedoed German submarine U.206 west of Gibraltar 14/10/41.
K.46	LA MALOUINE	-do-	-do-	13.11.39	21. 3.40	29. 7.40	French Navy, RN (1940); sold G Howells .././47, arrived Gelleswick Bay 22/5/47 for scrapping.
K.107	LA PAIMPOLAISE	-do-	-do-	23. 3.40	4. 7.40	26. 9.40	French Navy, RN NASTURTUM (1940), mercantile <i>Cania</i> (1948), RHN ST LYKOU DIS (1950); sold
Ordered 31/8/39							
K.03	HELIOTROPE	Crown (Sunderland)	North-Eastern Marine (Wallsend)	23.10.39	5. 6.40	12. 9.40	USN SURPRISE (1942/45), mercantile <i>Heliolock</i> (1946), <i>Ziang Teh</i> (1947), Chinese Navy LIN I (1950); scrapped
K.64	HOLLYHOCK	-do-	-do-	27.11.39	19. 8.40	19.11.40	Bombed IJN aircraft east of Ceylon 9/4/42.
K.27	HONEYSUCKLE	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	26.10.39	22. 4.40	14. 9.40	Sold T W Ward .././50, arrived Grays .././11/50 for scrapping.
K.39	HYDRANGEA	-do-	-do-	22.11.39	4. 9.40	3. 1.41	Mercantile <i>Hydralock</i> (1948); wrecked Formosa Strait 25/2/57.
K.23	JASMINE	-do-	-do-	23.12.39	14. 1.41	16. 5.41	Sold French Purchasing Commission 11/9/48.
K.69	JONQUIL	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	27.12.39	9. 7.40	21.10.40	Mercantile <i>Lemnos</i> (1948), <i>Olympic Rider</i> (1951); lost collision South Atlantic 1/12/55.
K.82	LARKSPUR	-do-	-do-	26. 3.40	5. 9.40	4. 1.41	USN FURY (1942/45), mercantile <i>Larkslock</i> (1946); scrapped Hong Kong .././53.
K.60	LAVENDER	Hall (Aberdeen)	Hall (Aberdeen)	30. 4.40	27.11.40	16. 5.41	Mercantile <i>Eugene Vinke</i> (1948); scrapped South Africa .././64.
K.05	LOBELIA	-do-	-do-	27. 6.40	15. 2.41	16. 7.41	French Navy (name unchanged – 1941/47), mercantile <i>Thorgeir</i> (1947); scrapped Norway .././70.
K.54	MARGUERITE	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	30.12.39	8. 7.40	20.11.40	Mercantile <i>Weather Observer</i> (1947); scrapped Ghent .././61.
K.87	MARIGOLD (ii)	-do-	-do-	26. 1.40	4. 9.40	28. 2.41	Torpedoed Italian aircraft off Algiers 9/12/42.
K.38	MIGNONETTE	-do-	North-Eastern Marine (Wallsend)	15. 7.40	28. 1.41	7. 5.41	Mercantile <i>Alexandrouplis</i> (1946); wrecked off Lemnos 30/11/48.
K.11	MIMOSA	Hill (Bristol)	Richardson Westgarth & G Clark (Sunderland)	22. 4.40	18. 1.42	11. 5.41	French Navy (name unchanged – 1941); torpedoed German submarine U.124 North Atlantic 9/6/42.
K.65	MYOSOTIS	Lewis (Aberdeen)	Lewis (Aberdeen)	21. 6.40	28. 1.41	30. 5.41	Mercantile <i>Gunningur</i> (1946, <i>Thororn</i> (1949); scrapped Norway .././69.
K.74	NARCISSUS	-do-	-do-	9. 9.40	29. 3.41	17. 7.41	Mercantile <i>Este</i> (1946), <i>Planeta</i> (1960); wrecked near Ilheus 27/6/69.
K.19	NIGELLA	Philip (Dartmouth)	G Clark (Sunderland)	28.11.39	21. 9.40	25. 2.41	Mercantile <i>Nigelock</i> (1947); wrecked Min River .././55.
K.61	PENSTEMON	-do-	-do-	28.11.39	18. 1.41	31. 7.41	Mercantile <i>Galaxidi</i> (1947), <i>Rosa Vlassis</i> (1951), <i>Athina</i> (1960); wrecked Plettenberg Bay 31/7/67.
K.79	PETUNIA	Robb (Leith)	J Kincaid (Greenock)	4.12.39	19. 9.40	13. 1.41	Chinese Navy FU PO (1946); lost collision place unknown 19/3/47.
K.47	POLYANTHUS	-do-	-do-	19. 3.40	30.11.40	23. 4.41	Torpedoed German submarine U.957 south of Iceland 21/9/43.
K.91	PRIMROSE	Simons (Renfrew)	Simons (Renfrew)	22. 9.39	8. 5.40	15. 7.40	Mercantile <i>Norfinn</i> (1949); scrapped Belgium .././66.
K.14	PRIMULA	-do-	-do-	23. 9.39	22. 6.40	27. 8.40	Mercantile <i>Marylock</i> (1946); scrapped Hong Kong .././53.
K.97	SALVIA	-do-	-do-	26. 9.39	6. 8.40	20. 9.40	Torpedoed German submarine U.568 west of Alexandria 24/12/41.
K.10	SNAPDRAGON (i)	-do-	-do-	27. 9.39	3. 9.40	28.10.40	Bombed German aircraft Central Mediterranean 19/12/42.
K.41	SUNFLOWER	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	24. 5.40	19. 8.40	25. 1.41	Sold T W Ward .././47, arrived Hayle .././8/47 for scrapping.

K.67	Unnamed	-do-	-do-	4. 2.41	12. 5.41	30. 7.41	French Navy, RN SNOWDROP (1940); mercantile conversion abandoned 1949 & scrapped Tyne ../9/49.
K.29	Unnamed	-do-	-do-	30. 5.40	4. 9.40	18.11.40	French Navy, RN TULIP (1940), mercantile <i>Olympic Conqueror</i> (1950), <i>Otori Maru No. 8</i> (1956), <i>Thorlyn</i> (1947); scrapped West Germany .././65.
K.85	Unnamed	-do-	-do-	29. 6.40	1.10.40	19.12.40	French Navy, RN VERBENA (1940), mercantile conversion abandoned 1948; sold Hughes Bolckow .././51, arrived Blyth 1/10/51 for scrapping.
K.37	Unnamed	-do-	-do-	9. 7.40	17.10.40	18. 2.41	French Navy, RN VERONICA (1940), USN TEMPTRESS (1942/45), mercantile <i>Verolock</i> (1946); broke tow & wrecked L'Abervrac'h 12/1/47, salvaged & scrapped Blyth .././51.
K.44	Unnamed	-do-	-do-	23. 7.40	14.11.40	7. 3.41	French Navy, RN WALLFLOWER (1940), mercantile <i>Ashjorn Larsen</i> (1949); scrapped Grimstad .././66.
K.98	Unnamed	-do-	-do-	20. 8.40	28.11.40	30. 3.41	French Navy, RN ZINNIA (1940); torpedoed German submarine U.564 west of Portugal 23/8/41.
Ordered 19/9/39							
K.73	ARABIS (i)	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	30.10.39	14. 2.40	5. 4.40	USN SAUCY (1942), RN SNAPDRAGON (ii) (1945), mercantile <i>Katina</i> (1947), <i>Tewfik</i> (1950); scrapped Italy .././64.
K.28	CALENDULA	-do-	-do-	30.10.39	21. 3.40	6. 5.40	USN READY (1942/45), mercantile <i>Villa Cisneros</i> (1946), <i>Villa Bens</i> (1949); sold
K.31	CAMELLIA	-do-	-do-	14.11.39	4. 5.40	18. 6.40	Mercantile <i>Hetty W Vinke</i> (1948); scrapped Cape Town .././65.
K.88	CLARKIA	-do-	-do-	30.10.39	7. 3.40	22. 4.40	Sold T W Ward 30/7/47, arrived Hayle .././47 for scrapping.
K.50	ERICA	-do-	-do-	22. 2.40	18. 6.40	9. 8.40	Mined off Benghazi 9/2/43.
K.43	FREESIA	-do-	-do-	18. 6.40	3.10.40	19.11.40	Mercantile <i>Freelock</i> (1946); broke tow & wrecked San Jorge 1/4/47.
K.90	GENTIAN	-do-	-do-	20. 4.40	6. 8.40	20. 9.40	Sold Chicks 21/8/47, arrived Purfleet .././47 for scrapping.
K.22	GLOXINIA	-do-	-do-	21. 3.40	2. 7.40	22. 8.40	Sold Chicks .././47, arrived Purfleet 15/7/47 for scrapping.
K.69	HEATHER	-do-	-do-	22. 5.40	17. 9.40	1.11.40	Sold T W Ward 22/5/47, arrived Grays .././47 for scrapping.
K.24	HIBISCUS	-do-	-do-	14.11.39	6. 4.40	21. 5.40	USN SPRY (1942/45), mercantile <i>Madonna</i> (1948); scrapped Hong Kong .././55.
K.84	HYACINTH	-do-	-do-	20. 4.40	19. 8.40	3.10.40	RHN APOSTOLIS (1943); scrapped Italy .././61.
K.33	KINGCUP	-do-	-do-	19. 7.40	31.10.40	30.12.40	Mercantile <i>Rubis</i> (1946), <i>Seisling</i> (1954); scrapped Netherlands .././59.
K.81	MALLOW	-do-	-do-	14.11.39	22. 5.40	2. 7.40	RYN NADA (1944), PARTIZANKA (1945), REN EL SUDAN (1948); sold
K.76	ORCHIS	-do-	-do-	18. 6.40	15.10.40	29.11.40	Mined off Normandie beaches 21/8/44, beached Courseville & written-off as constructive total loss.
K.15	PANSY	-do-	-do-	14.11.39	20. 4.40	4. 6.40	HEARTSEASE (1940), USN COURAGE (1942/45), mercantile <i>Roskva</i> (1951), <i>Douglas</i> (1956), <i>Seabird</i> (1958); lost unknown cause Celebes Sea ../12/58-../1/59.
K.40	PEONY	-do-	-do-	24. 2.40	4. 6.40	2. 8.40	RHN SAKHTOURIS (1943); sold Clayton & Davie .././52, arrived Dunston 21/4/52 for scrapping.
K.55	PERIWINKLE	-do-	-do-	30.10.39	24. 2.40	8. 4.40	USN RESTLESS (1942/45), mercantile <i>Perilock</i> (1947); scrapped Hong Kong .././53.
K.63	PICOTEE	-do-	-do-	21. 3.40	19. 7.40	5. 9.40	Torpedoed German submarine U.568 south of Iceland 12/8/41.
K.71	PIMPERNEL	-do-	-do-	19. 7.40	16.11.40	30.12.40	Sold J Lee .././48, arrived Portaferry ../10/48 for scrapping.
K.78	RHODODENDRON	-do-	-do-	22. 5.40	2. 9.40	18.10.40	Mercantile <i>Maj Vinke</i> (1950); scrapped South Africa .././68.
Ordered 21/9/39							
K.01	ACANTHUS	Ailsa (Troon)	Ailsa (Troon)	21.12.39	26. 5.41	1.10.41	RNN ANDENES (1941/46), mercantile <i>Colin Frye</i> (1956), <i>Toshi Maru No. 2</i> (1957); scrapped Japan .././71.
K.58	ACONITE	-do-	-do-	25. 3.40	31. 3.41	23. 7.41	French Navy ACONIT (1941/47), mercantile <i>Terje XI</i> (1947), <i>Southern Terrier</i> (1960); sold Belgian shipbreaker .././66, arrived Bruges 9/1/67 for scrapping.
K.17	AMARANTHUS	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	4. 5.40	17.10.40	12. 2.41	Mercantile (name unchanged – 1946); scrapped Hong Kong .././53.
K.51	ROCKROSE	Hill (Bristol)	Richardson Westgarth & G Clark (Sunderland)	28.20.40	26. 7.41	4.11.41	SAN PROTEA (1947), mercantile <i>Justin</i> (1965); sold
K.04	SAXIFRAGE	-do-	-do-	1. 2.41	24.10.41	6. 2.42	Mercantile <i>Polarfront I</i> (1947); sold
K.08	SPIRAEA	Inglis (Pointhouse)	J Kincaid (Greenock)	31. 5.40	31.10.40	22. 2.41	Mercantile <i>Thesaloniki</i> (1948); sold
K.20	STARWORT	-do-	-do-	11. 6.40	12. 2.41	26. 4.41	Mercantile <i>Southern Broom</i> (1948); scrapped Bruges .././67.

K.57	SUNDEW	Lewis (Aberdeen)	Lewis (Aberdeen)	4.11.40	28. 5.41	19. 9.41	French Navy ROSELYS (1942/47); sold West of Scotland Shipbreaking 23/10/47, arrived Troon ../5/48 for scrapping.
K.35	VIOLET	Simons (Renfrew)	Simons (Renfrew)	21. 3.40	30.12.40	3. 2.41	Mercantile <i>La Aguera</i> (1947), <i>La Guera</i> (1949), <i>Claudio Sabadell</i> (1958); scrapped Spain ../70.
K.53	WOODRUFF	-do-	-do-	29. 4.40	28. 2.41	7. 4.41	Mercantile <i>Southern Lupin</i> (1948); sold H I Hansen ../59, arrived Odense ../11/59 for scrapping.
Ordered 12/12/39							
K.100	ALYSSUM	G Brown (Greenock)	J Kincaid (Greenock)	24. 6.40	3. 3.41	17. 6.41	French Navy ALYSSE (1941); torpedoed German submarine U.654 Western Atlantic 8/2/42.
K.114	BELLWORT	-do-	-do-	17. 9.40	11. 8.41	20.11.41	INS CLIONA (1946); sold Haulbowline 2/11/70, arrived Passage West ../70 for scrapping.
K.120	BORAGE	-do-	-do-	27.11.40	22.11.41	29. 4.42	INS MACHA (1946); sold Haulbowline 2/11/70, arrived Passage West ../70 for scrapping.
K.134	CLOVER	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	29. 7.40	30. 1.41	13. 5.41	Mercantile <i>Cloverlock</i> (1947), Chinese Navy KAI FENG (1952); sold
K.140	COLTSFOOT	Hall (Aberdeen)	Hall (Aberdeen)	4. 9.40	12. 5.41	1.11.41	Mercantile <i>Alexandra</i> (1947), <i>Hermopoulis</i> (1953); wrecked near Syra 21/11/54.
K.183	IRIS	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	19. 9.40	9. 6.41	16. 9.41	CORIANDER (1940), French Navy COMANDANTE DETROYAT (1941/47); sold West of Scotland Shipbreaking ../47, arrived Troon ../2/48 for scrapping.
K.105	LOOSESTRIFE	-do-	-do-	9.12.40	25. 8.41	25.11.41	Mercantile <i>Kallsevní</i> (1947); scrapped Masnedo ../62.
K.93	LOTUS (i)	Hill (Bristol)	Ailsa (Troon)	26. 5.41	17. 1.42	23. 5.42	French Navy COMANDANTE D'ESTIENNE D'ORVES (1942/47); sold West of Scotland Shipbreaking ../51, arrived Troon 9/5/51 for scrapping.
K.144	MEADOW-SWEET	-do-	Richardson Westgarth & G Clark (Sunderland)	12. 8.41	28. 3.42	8. 7.42	Mercantile <i>Gerrit W Vinke</i> (1951); scrapped South Africa ../65.
K.123	OXLIP	Inglis (Pointhouse)	J Kincaid (Greenock)	9.12.40	28. 8.41	28.12.41	INS MAEV (1946); sold Haulbowline Industries 23/3/72, arrived Passage West ../72 for scrapping.
Ordered 15/12/39							
K.126	BURDOCK	Crown (Sunderland)	North-Eastern Marine (Wallsend)	13. 6.40	14.12.40	27. 3.41	Sold T W Ward ../47, arrived Hayle ../6/47 for scrapping.
K.108	CAMPION	-do-	G Clark (Sunderland)	16. 9.40	20. 6.41	7. 7.41	Sold J Cashmore ../47, arrived Newport 20/4/47 for scrapping.
K.111	PENNYWORT	Inglis (Pointhouse)	J Kincaid (Greenock)	11. 3.41	18.10.41	5. 3.42	Sold West of Scotland Shipbreaking ../48, arrived Troon ../2/49 for scrapping.
K.130	PHLOX	Robb (Leith)	Ailsa (Troon) & North-Eastern Marine (Wallsend)	26. 3.41	16. 1.42	9. 5.42	LOTUS (ii) (1942), mercantile <i>Southern Lotus</i> (1947); broke tow & wrecked Jutland 18/12/66 en route Belgian shipbreaker.
K.137	PINK	-do-	-do-	20. 5.41	16. 2.42	2. 7.42	Torpedoed German submarine U.988 off Normandie beaches 27/6/44 & written-off as constructive total loss, sold E Rees ../47, arrived Llanelli ../47 for scrapping.
K.117	RANUNCULUS	Simons (Renfrew)	Simons (Renfrew)	10. 7.40	25. 6.41	28. 7.41	French Navy RENONCULE (1941/46), mercantile <i>Southern Lily</i> (1947); scrapped Bruges ../67.
K.102	ROSE	-do-	-do-	3. 9.40	22. 9.41	31.10.41	RNN (1941); lost collision frigate MANNERS North Atlantic 26/10/44.
K.128	SAMPHIRE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	4.12.40	14. 4.41	30. 6.41	Torpedoed Italian submarine PLATINO off Bougie 30/1/43.
K.142	STONECROP	-do-	-do-	4. 2.41	12. 5.41	30. 7.41	Mercantile <i>Silver King</i> (1947), <i>Martha Vinke</i> (1950); sold
K.132	VETCH	-do-	-do-	15. 3.41	27. 5.41	11. 8.41	Mercantile <i>Patrai</i> (1948), <i>Olympic Hunter</i> (1951), <i>Otori Maru No. 18</i> (1956); sold
Ordered ../1/40							
K.145	ARROWHEAD	Marine Industries (Sorel)	Dominion Engineering (Montreal)	11. 4.40	8. 8.40	15. 5.41	RCN (1941/45), mercantile <i>Southern Larkspur</i> (1947); sold H I Hansen ../59, arrived Odense ../11/59 for scrapping.
K.182	BITTERSWEET	-do-	-do-	17. 4.40	12. 9.40	15. 5.41	RCN (1941/45); sold Metal Industries ../50, arrived Charlestown ../11/50 for scrapping.
K.150	EYEBRIGHT	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	20. 2.40	22. 7.40	15. 5.41	RCN (1941/45), mercantile <i>Albert W Vinke</i> (1950); scrapped South Africa ../65.
K.194	FENNEL	Marine Industries (Sorel)	Dominion Engineering (Montreal)	29. 3.40	20. 8.40	15. 5.41	RCN (1941/45).
K.159	HEPATICA	Davie Shipbuilding (Lauzon)	-do-	24. 2.40	6. 7.40	15. 5.41	RCN (1941/45); sold E Rees 1/1/48, arrived Llanelli ../48 for scrapping.
K.191	MAYFLOWER	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	20. 2.40	3. 7.40	15. 5.41	RCN (1941/45); sold Metal Industries 20/9/49, arrived Inverkeithing ../49 for scrapping.
K.166	SNOWBERRY	Davie Shipbuilding (Lauzon)	Dominion Engineering (Montreal)	24. 2.40	8. 8.40	15. 5.41	RCN (1941/45); sold Stockton Shipping & Salvage ../47, arrived Thornaby ../8/47 for scrapping.
K.198	SPIKENARD	-do-	-do-	24. 2.40	10. 8.40	15. 5.41	RCN (1941); torpedoed German submarine U.136 south of Iceland 11/2/42.

K.172	TRILLIUM	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	20. 2.40	26. 6.40	15. 5.41	RCN (1941/45), mercantile <i>Olympic Runner</i> (1950), <i>Otori Maru No. 10</i> (1956), <i>Otori Maru No. 16</i> (1959); scrapped Japan ../71.
K.155	WINDFLOWER	Davie Shipbuilding (Lauzon)	Dominion Engineering (Montreal)	24. 2.40	4. 7.40	15. 5.41	RCN (1941); lost collision mercantile <i>Zypenberg</i> North Atlantic 7/12/41.
Ordered ../1-2/40							
K.129	AGASSIZ	Burrard Dry Dock (North Vancouver)	Burrard Dry Dock (North Vancouver)	29. 4.40	15. 8.40	23. 1.41	RCN; sold Irving & Brunswick Motors 16/11/45, arrived Moncton ../46 for scrapping.
K.103	ALBERNI	Yarrow (Esquimalt)	.....	19. 4.40	22. 8.40	4. 2.41	RCN, torpedoed German submarine U.480 south-east of Isle of Wight 21/8/44.
K.127	ALGOMA	Port Arthur Shipbuilding	.....	18. 6.40	17.12.40	11. 7.41	RCN, Venezuelan Navy CONSTITUCION (1946); scrapped ../62.
K.148	AMHERST	St John Shipbuilding	Dominion Engineering (Montreal)	23. 5.40	4.12.40	5. 8.41	RCN, Venezuelan Navy FEDERACION (1946); scrapped ../56.
K.113	ARVIDA	Morton (Quebec)	J Inglis (Toronto)	28. 2.40	21. 9.40	22. 5.41	RCN, mercantile <i>La Ceiba</i> (1950); sold
K.147	BADDECK	Davie Shipbuilding (Lauzon)	Dominion Engineering (Montreal)	14. 8.40	20.11.40	18. 5.41	RCN, mercantile <i>Efthalia</i> (1946), <i>Yousuf Z Alirezza</i> (1948), <i>Evi</i> (1955); sold
K.175	BANFF (i)	Burrard Dry Dock (North Vancouver)	Burrard Dry Dock (North Vancouver)	11. 4.40	18. 7.40	17.12.40	RCN, WETASKIWIN (1941), Venezuelan Navy VICTORIA (1946); scrapped 19...
K.138	BARRIE	Collingwood Shipyards	Dominion Engineering (Montreal)	4. 4.40	23.11.40	12. 5.41	RCN, mercantile <i>Gasestado</i> (1947), Argentinian Navy CAPITAN CANEPA (1957); scrapped ../72.
K.165	BATTLEFORD	-do-	Collingwood Shipyards	30. 9.40	15. 4.41	31. 7.41	RCN, Venezuelan Navy LIBERTAD (1946); wrecked place unknown 12/4/49.
K.149	BRANDON	Davie Shipbuilding (Lauzon)	Dominion Engineering (Montreal)	10.10.40	29. 4.41	22. 7.41	RCN; sold United Steel & Metal 5/10/45, arrived Hamilton ../45 for scrapping.
K.179	BUCTOUCHE	-do-	-do-	14. 8.40	20.11.40	5. 6.41	RCN; sold International Iron & Metal 23/10/45, arrived Hamilton ../49 for scrapping.
K.154	CAMROSE	Marine Industries (Sorel)	-do-	17. 9.40	16.11.40	30. 6.41	RCN; sold Steel Company of Canada ../6/47, arrived Hamilton ../47 for scrapping.
K.171	CARLETON	Port Arthur Shipbuilding	J Inglis (Toronto)	20.11.40	5. 5.41	4.10.41	RCN, KAMSACK (1941), Venezuelan Navy CARABOBO (1945); wrecked en route Venezuela ../12/45.
K.116	CHAMBLY	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	20. 2.40	29. 7.40	18.12.40	RCN, mercantile <i>Sonja Vinke</i> (1952); sold Spanish shipbreaker ../7/66, arrived Santander ../66 for scrapping.
K.156	CHICOUTIMI	-do-	-do-	5. 7.40	16.10.40	12. 5.41	RCN; sold Steel Company of Canada ../6/46, arrived Hamilton ../46 for scrapping.
K.131	CHILLIWACK	Burrard Dry Dock (North Vancouver)	Burrard Dry Dock (North Vancouver)	3. 7.40	14. 9.40	8. 4.41	RCN; sold United Steel & Metal 5/10/45, arrived Hamilton ../46 for scrapping.
K.124	COBALT	Port Arthur Shipbuilding	Dominion Engineering (Montreal)	1. 4.40	17. 8.40	25.11.40	RCN, mercantile <i>Johanna W Vinke</i> (1953); sold 15/12/61 & scrapped South Africa.
K.180	COLLINGWOOD	Collingwood Shipyards	Collingwood Shipyards	2. 3.40	27. 7.40	9.11.40	RCN; sold Steel Company of Canada ../7/50, arrived Hamilton ../50 for scrapping.
K.157	DAUPHIN	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	6. 7.40	24.10.40	17. 5.41	RCN, mercantile <i>Cortes</i> (1949), <i>San Antonio</i> (1955); sold
K.104	DAWSON	Victoria Machinery Depot	Dominion Engineering (Montreal)	7. 9.40	8. 2.41	6.10.41	RCN; sold United Steel & Metal 5/10/45, arrived Hamilton & foundered 22/3/46, salvaged & scrapped.
K.167	DRUMHELLER	Collingwood Shipyards	.....	4.12.40	5. 7.41	13. 9.41	RCN; sold International Iron & Metal 30/8/46, arrived Hamilton ../49 for scrapping.
K.177	DUNVEGAN	Marine Industries (Sorel)	J Inglis (Toronto)	30. 8.40	11.12.40	9. 9.41	RCN, Venezuelan Navy INDEPENDENCIA (1946); scrapped ../53.
K.106	EDMUNDSON	Yarrow (Esquimalt)	Dominion Engineering (Lachine)	23. 8.40	22. 2.41	12.10.41	RCN, mercantile <i>Amapala</i> (1946); scrapped ca../61.
K.163	GALT	Collingwood Shipyards	Collingwood Shipyards	27. 5.40	28.12.40	15. 5.41	RCN; sold United Steel & Metal 5/10/45, arrived Hamilton ../46 for scrapping.
K.176	JASPER (ii)	Victoria Machinery Depot	J Inglis (Toronto)	29. 4.40	7. 8.40	17. 3.41	RCN, KAMLOOPS (1940); sold J Earl McQueen 19/10/45, arrived Amherstburg ../45 for scrapping.
K.125	KENOGAMI	Port Arthur Shipbuilding	Dominion Engineering (Montreal)	20. 4.40	5. 9.40	29. 6.41	RCN; sold Steel Company of Canada ../1/50, arrived Hamilton ../50 for scrapping.
K.160	LETHBRIDGE	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	5. 8.40	21.11.40	25. 6.41	RCN, mercantile <i>Nicolaas Vinke</i> (1952); sold ../7/66 & scrapped Santander.
K.115	LÉVIS (i)	G T Davie (Lauzon)	J Inglis (Toronto)	11. 3.40	4. 9.40	16. 5.41	RCN; torpedoed German submarine U.74 120 miles east of Cape Farewell 19/9/41 & foundered following day.
K.134	LOUISBURG (i)	Morton (Quebec)	Morton (Quebec)	4.10.40	27. 5.41	2.10.41	RCN; torpedoed Italian aircraft east of Oran 6/2/43.
K.151	LUNENBURG	G T Davie (Lauzon)	J Inglis (Toronto)	28. 9.40	10. 7.41	4.12.41	RCN; sold Steel Company of Canada ../6/46, arrived Hamilton ../46 for scrapping.
K.112	MATAPEDIA	Morton (Quebec)	J Inglis (Toronto)	2. 2.40	14. 9.40	9. 5.41	RCN; sold Steel Company of Canada ../12/50, arrived Hamilton ../12/50 for scrapping.
K.139	MONCTON	St John Shipbuilding	Dominion Engineering (Montreal)	17.12.40	11. 8.41	24. 4.42	RCN, mercantile <i>Willem Vinke</i> (1953); sold ../7/66 & scrapped Santander.
K.164	MOOSE JAW	Collingwood Shipyards	-do-	12. 8.40	9. 4.41	19. 6.41	RCN; sold Steel Company of Canada ../9/49, arrived Hamilton ../49 for scrapping.

K.170	MORDEN	Port Arthur Shipbuilding	-do-	25.10.40	5. 5.41	6. 9.41	RCN; sold Steel Company of Canada ../11/50, arrived Hamilton .././50 for scrapping.
K.101	NANAIMO	Yarrow (Esquimalt)	J Inglis (Toronto)	27. 4.40	28.20.40	26. 4.41	RCN, mercantile <i>Rene W Vinke</i> (1953); scrapped South Africa .././66.
K.118	NAPANEE	Kingston Shipbuilding	Dominion Engineering (Montreal)	20. 3.40	31. 8.40	12. 5.41	RCN; sold Steel Company of Canada ../6/46, arrived Hamilton .././46 for scrapping.
K.178	OAKVILLE	Port Arthur Shipbuilding	-do-	21.12.40	21. 6.41	18.11.41	RCN, Venezuelan Navy PATRIA (1946); sold
K.119	ORILLIA	Collingwood Shipyards	Collingwood Shipyards	4. 3.40	15. 9.40	25.11.40	RCN; sold Steel Company of Canada ../1/51, arrived Hamilton .././51 for scrapping.
K.146	PICTOU	Davie Shipbuilding (Lauzon)	Dominion Engineering (Montreal)	12. 7.40	5.10.40	29. 4.41	RCN, mercantile <i>Olympic Chaser</i> (1946), <i>Otori Maru No. 7</i> (1956), barge hulk (1963); sold
K.161	PRESTCOTT	Kingston Shipbuilding	-do-	31. 8.40	7. 1.41	26. 6.41	RCN; sold Victory Salvage & Transport 30/8/46, arrived Montreal .././46 for scrapping.
K.133	QUESNEL	Victoria Machinery Depot	-do-	9. 5.40	12.11.40	23. 5.41	RCN; sold United Steel & Metal 5/10/45, arrived Hamilton .././45 for scrapping.
K.121	RIMOUSKI	Davie Shipbuilding (Lauzon)	-do-	12. 7.40	3.10.44	26. 4.41	RCN; sold Steel Company of Canada ../12/50, arrived Hamilton ../12/50 for scrapping.
K.169	ROSTHERN	Port Arthur Shipbuilding	-do-	18. 6.40	30.11.40	17. 6.41	RCN; sold Steel Company of Canada ../6/46, arrived Hamilton .././46 for scrapping.
K.181	SACKVILLE	St John Shipbuilding (Montreal)	Dominion Engineering	28. 5.40	15. 5.41	30.12.41	RCN, surveying vessel (1953); museum ship (1990).
K.158	SASKATOON	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	9. 8.40	6.11.40	9. 6.41	RCN; sold Irving & Brunswick Motors 16/11/45, arrived Moncton .././46 for scrapping.
K.136	SHAWINIGAN	G T Davie (Lauzon)	J Inglis (Toronto)	4. 6.40	16. 5.41	19. 9.41	RCN; torpedoed German submarine U.1228 Cabot Strait 24/11/44.
K.110	SHEDIAC	Davie Shipbuilding (Lauzon)	Dominion Engineering (Montreal)	5.10.40	29. 4.41	8. 7.41	RCN, mercantile <i>Jooske W Vinke</i> (1954); sold
K.152	SHERBROOKE	Marine Industries (Sorel)	J Inglis (Toronto)	5. 8.40	25.10.40	5. 6.41	RCN; sold Steel Company of Canada ../5/47, arrived Hamilton .././47 for scrapping.
K.153	SOREL	-do-	-do-	24. 8.40	16.11.40	19. 8.41	RCN; sold Irving & Brunswick Motors 16/11/45, arrived Moncton .././46 for scrapping.
K.162	SUDBURY	Kingston Shipbuilding	Dominion Engineering (Montreal)	25. 1.41	31. 5.41	15.10.41	RCN, mercantile (name unchanged – 1949); sold
K.141	SUMMERSIDE	Morton (Quebec)	J Inglis (Toronto)	4.10.40	17. 5.41	11. 9.41	RCN; sold Steel Company of Canada ../6/46, arrived Hamilton .././46 for scrapping.
K.168	THE PAS	Collingwood Shipyards	Dominion Engineering (Montreal)	7. 1.41	16. 8.41	21.10.41	RCN; sold International Iron & Metal 16/9/45, arrived Hamilton .././45 for scrapping.
K.174	TRAIL	Burrard Dry Dock (North Vancouver)	Burrard Dry Dock (North Vancouver)	20. 7.40	17.10.40	30. 4.41	RCN; sold Steel Company of Canada ../8/50, arrived Hamilton .././50 for scrapping.
K.173	WEYBURN	-do-	Dominion Engineering (Toronto)	21.12.40	26. 7.41	26.11.41	RCN; mined Straits of Gibraltar 22/2/43.
Ordered 8/4/40							
K.184	Unnamed	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	19. 8.40	28.11.40	3. 2.41	French Navy, RN ABELIA (1940), mercantile <i>Kraft</i> (1948), <i>Arne Skontorp</i> (1954); scrapped Grimstad .././66.
K.185	Unnamed	-do-	-do-	19. 8.40	17.12.40	13. 2.41	French Navy, RN ALISMA (1940), mercantile <i>Laconia</i> (1948), <i>Constantinos S</i> (1950), <i>Parnon</i> (1952); foundered Tyrrhenian Sea 16/7/54.
K.186	Unnamed	-do-	-do-	17. 9.40	15. 1.41	1. 3.41	French Navy, RN ANCHUSA (1940), mercantile <i>Macedonia</i> (1946), <i>Silver Lord</i> (1949), <i>Sir Edgar</i> (1954); foundered Port Louis 18–19/1/60, salvaged & scrapped .././60.
K.187	Unnamed	-do-	-do-	17. 9.40	16. 1.41	28. 3.41	French Navy, RN ARMERIA (1940), mercantile <i>Deppie</i> (1948), <i>Canastel</i> (1950), <i>Rio Blanco</i> (1952), <i>Lilian</i> (1955); scrapped Chile .././61.
K.188	Unnamed	-do-	-do-	15.10.40	12. 2.41	9. 4.41	French Navy, RN ASTER (1940); sold P & W MacLellan 29/5/46, arrived Bo'ness .././46 for scrapping.
K.189	Unnamed	-do-	-do-	15.10.40	15. 2.41	12. 5.41	French Navy, RN BERGAMOT (1940), mercantile <i>Syros</i> (1947), <i>Delphini</i> (1951), <i>Delfini</i> (1955), <i>Ekaterini</i> (1955); sold
K.190	BROOM	-do-	-do-	16.11.40	12. 3.41	9. 6.41	VERVAIN (1941); torpedoed German submarine south of Ireland 20/2/45.
K.192	BRYONY	-do-	-do-	16.11.40	15. 3.41	16. 6.41	Mercantile <i>Polarfront II</i> (1947); sold
K.193	BUTTERCUP	-do-	-do-	17.12.40	10. 4.41	24. 4.42	RNN NORDKYN (1942), mercantile <i>Thoris</i> (1956); scrapped Norway .././70.
K.195	CHRYSANTHEMUM	-do-	-do-	17.12.40	11. 4.41	26. 1.42	French Navy COMANDANTE DROGOU (1942/47), mercantile <i>Terje X</i> (1947), Portuguese Navy CARVALHO ARAUJO (1959); sold
K.196	COWSLIP	-do-	-do-	16. 1.41	28. 5.41	9. 8.41	Mercantile conversion abandoned 1948; sold West of Scotland Shipbreaking .././49, arrived Troon ../4/49 for scrapping.

K.197	EGLANTINE	-do-	-do-	16. 1.41	11. 6.41	27. 8.41	RNN SOROY (1941), mercantile <i>Thorglimt</i> (1956); scrapped Norway 19../..
K.199	FRITILLARY	-do-	-do-	15. 2.41	22. 7.41	1.11.41	Mercantile <i>Andria</i> (1947), <i>V O Chidambaram</i> (1949); scrapped India ../..55.
K.200	GENISTA	-do-	-do-	15. 2.41	24. 7.41	8.12.41	Mercantile <i>Weather Recorder</i> (1947); sold Belgian shipbreaker ../..61, arrived Antwerp ../10/61 for scrapping.
K.201	GLORIOSA	-do-	.....	.....	.....	.....	Cancelled 23/1/41.
K.202	HAREBELL	-do-	.....	.....	.....	.....	Cancelled 23/1/41.
K.203	HEMLOCK	-do-	.....	.....	.....	.....	Cancelled 23/1/41.
K.204	IVY	-do-	.....	.....	.....	.....	Cancelled 23/1/41.
K.205	LING	-do-	.....	.....	.....	.....	Cancelled 23/1/41.
K.206	MARJORAM	-do-	.....	.....	.....	.....	Cancelled 23/1/41.
Ordered 28/6/40							
K.207	MONKSHOOD	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	1.10.40	17. 4.41	31. 7.41	Mercantile <i>W R Strang</i> (1948), <i>Toshi Maru No. 1</i> (1957), <i>Toshi Maru</i> (1960); scrapped Japan ../..65.
K.208	MONTBRETIA	-do-	-do-	16.11.40	27. 5.41	29. 9.41	RNN (1941); torpedoed German submarine U.624 North Atlantic 18/11/42.
Ordered 3/8/40							
K.212	NETTLE	Hall (Aberdeen)	Hall (Aberdeen)	24.12.40	23. 9.41	23. 2.42	HYDERABAD (1941); sold J Lee ../..48, arrived Portaferry ../10/48 for scrapping.
K.213	POPPY	-do-	-do-	6. 3.41	20.11.41	12. 5.42	Mercantile <i>Rami</i> (1946); hulked (1955).
K.214	POTENTILLA	Simons (Renfrew)	Simons (Renfrew)	28. 2.41	18.12.41	5. 2.42	RNN (1942/44); sold C W Dorkin 13/3/46, arrived Gateshead ../..46 for scrapping.
K.209	SWEETBRIAR	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	4. 4.41	26. 6.41	8. 9.41	Mercantile <i>Star IX</i> (1949); scrapped Bruges 1966.
K.210	THYME	-do-	-do-	30. 4.41	25. 7.41	23.10.41	Mercantile <i>Weather Reporter</i> (1946), <i>Weather Explorer</i> (1947), <i>Epos</i> (1958); sold
K.211	ZENOBIA	-do-	-do-	19. 5.41	22. 8.41	2.11.41	SNOWFLAKE (1941), mercantile <i>Weather Watcher</i> (1947); sold 5/5/62 & scrapped Dublin.
Ordered 24/8/40							
K.226	DART (i)	Crown (Sunderland)	G Clark (Sunderland)	15. 1.41	24. 9.41	23. 2.42	GODETIA (ii) (1941); sold T W Ward 22/5/47, arrived Grays ../..47 for scrapping.
Ordered 24/10/40							
K.216	ETTRICK (i)	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	10. 2.41	28. 7.41	26.12.41	TAMARISK (ii) (1941), RHN TOMBAZIS (1943/52); sold Marine Craft Constructors 20/3/63, arrived Perama ../9/63 for scrapping.
Ordered 29/10/40							
K.72	CHELMER (i)	G Brown (Greenock)	G Clark (Sunderland)	16. 4.41	30. 5.42	28.11.42	BALSAM (1941); sold J Cashmore ../..47, arrived Newport 20/4/47 for scrapping.
Ordered 3/12/40							
K.218	BRANTFORD	Midland Shipbuilding	J Inglis (Toronto)	24. 2.41	6. 9.41	15. 5.42	RCN, mercantile <i>Olympic Arrow</i> (1950), <i>Otoriv Maru No. 11</i> 1956); sold
K.229	DUNDAS	Victoria Machinery Depot	Dominion Engineering (Montreal)	19. 3.41	25. 7.41	1. 4.42	RCN; sold International Iron & Metal 23/10/45, arrived Hamilton ../..45 for scrapping.
K.240	KITCHENER (i)	Yarrow (Esquimalt)	J Inglis (Toronto)	16. 6.41	26. 8.41	20. 3.42	RCN, VANCOUVER (ii) (1941); sold Dominion Foundries 5/10/45, arrived Hamilton ../..45 for scrapping.
K.220	MIDLAND	Midland Shipbuilding	-do-	24. 2.41	25. 6.41	17.11.41	RCN; sold Great Lakes Lumber (Point William) 19/11/45 for mercantile conversion?
K.228	NEW WEST-MINSTER	Victoria Machinery Depot	Dominion Engineering (Lachine)	4. 2.41	14. 5.41	31. 1.42	RCN, mercantile <i>Elisa</i> (1950), <i>Portoviejo</i> (1952), <i>Azua</i> (1954); sold
K.223	TIMMINS	Yarrow (Esquimalt)	J Inglis (Toronto)	14.12.40	26. 6.41	10. 2.42	RCN, mercantile <i>Guayaquil</i> (1949); sold
Ordered ../3/41							
K.231	CALGARY	Marine Industries (Sorel)	J Inglis (Toronto)	22. 3.41	23. 8.41	16.12.41	RCN; sold Victory Transport & Salvage 30/8/46, arrived Montreal ../..46 for scrapping.
K.244	CHARLOTTE-TOWN (ii)	Kingston Shipbuilding	-do-	7. 6.41	10. 9.41	13.12.41	RCN; torpedoed German submarine U.517 Gulf of St Lawrence 11/9/42.
K.273	FORT WILLIAM (i)	Marine Industries (Sorel)	-do-	22. 3.41	25.10.41	28. 4.42	RCN, LA MALBAIE (1941); sold Victory Transport & Salvage 30/8/46, arrived Montreal ../..46 for scrapping.
K.233	FREDERICTON (i)	Port Arthur Shipbuilding	Port Arthur Shipbuilding	28. 4.41	18. 9.41	26. 5.42	RCN, PORT ARTHUR (1941); sold International Iron & Steel 23/10/45, arrived Hamilton ../..45 for scrapping.
K.245	FREDERICTON (ii)	Marine Industries (Sorel)	J Inglis (Toronto)	22. 3.41	2. 9.41	8.12.41	RCN, mercantile <i>Tra los Montes</i> (1946), <i>Olympic Fighter</i> (1950), <i>Otori Maru No. 6</i> (1956); scrapped ca../..62.
K.237	HALIFAX	Halifax Shipyards	Collingwood Shipyards	26. 4.41	4.10.41	26.11.41	RCN, mercantile (name unchanged – 1945); sold
K.242	QUEBEC (i)	Morton (Quebec)	J Inglis (Toronto)	7. 6.41	12.11.41	24. 5.42	RCN, VILLE DE QUEBEC (1942), mercantile <i>Dispina</i> (1946), <i>Dorothea Paxos</i> (1947), <i>Tanya</i> (1948), <i>Medex</i> (1949); sold ../..
K.234	REGINA	Marine Industries (Sorel)	-do-	22. 3.41	14.10.41	22. 1.42	RCN; torpedoed German submarine U.667 English Channel 8/8/44.

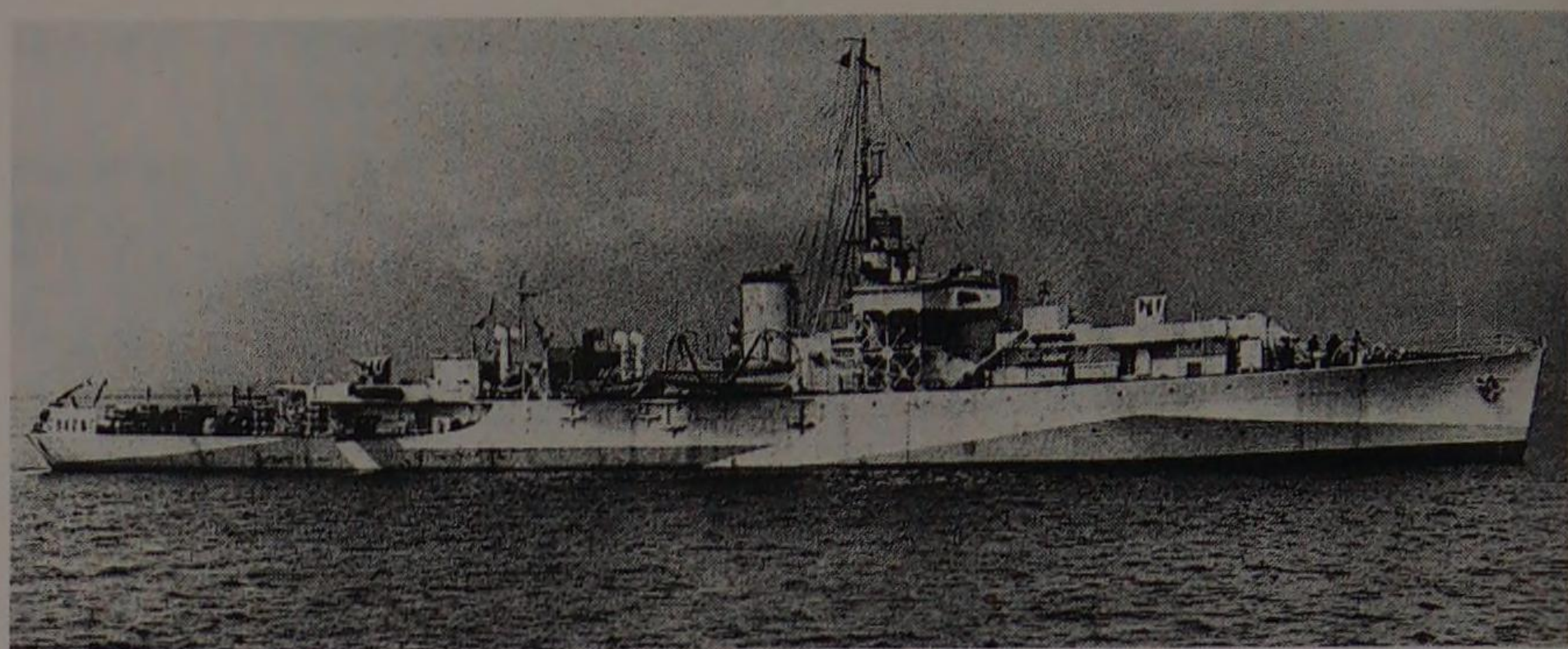
K.225	VANCOUVER (i)	-do-	-do-	28. 2.41	18.11.41	28. 6.42	RCN, KITCHENER (ii); sold Steel Company of Canada ..../49, arrived Hamilton ..../49 for scrapping.
K.238	WOODSTOCK	Collingwood Ship-yards	Collingwood Ship-yards	23. 5.41	10.12.41	1. 5.42	RCN, mercantile <i>Olympic Winner</i> (1951), <i>Otori Maru No. 20</i> (1956), <i>Akitsu Maru</i> (1957); sold
Ordered 6/10/41							
K.277	COMFREY	Collingwood Ship-yards	Collingwood Ship-yards	6. 1.42	28. 7.42	21.11.42	USN ACTION (1942), mercantile <i>Arne Presthus</i> (1947), <i>Star of Mariam</i> (1967), <i>Star of Beirut</i> (1971), <i>Star of Riwhiah</i> (1972); wrecked near Ashrafi lighthouse 6/4/72.
K.278	CORNEL	-do-	-do-	6. 1.42	4. 9.42	10.12.42	USN ALACRITY (1942), mercantile <i>Rio Marina</i> (1948), <i>Porto Ferrario</i> (1951); scrapped Italy ..../71.
K.279	DITTANY	-do-	-do-	42	31.10.42	31. 5.43	USN BEACON cancelled, mercantile <i>Olympic Cruiser</i> (1950), <i>Otori Maru No. 2</i> (1956); scrapped Japan ..../66.
K.284	FLAX	Kingston Shipbuilding	Port Arthur Ship-building	28. 2.42	15. 6.42	8.12.42	USN BRISK (1942), mercantile (name unchanged – 1947), <i>Ariana</i> (1951), <i>Arvida Bay</i> (1955), <i>Zaida</i> (1963); sold
K.285	HONESTY	-do-	.....	.....42	28. 9.42	18. 5.43	USN CAPRICE cancelled, mercantile conversion cancelled 1951; scrapped Hamburg ..../61.
K.282	LINARIA	Midland Shipbuilding	.....	.....42	18.11.42	22. 6.43	USN CLASH cancelled, mercantile <i>Porto Offuro</i> (1948); sold
K.287	MANDRAKE	Morton (Quebec)	Canadian Vickers (Montreal)	11.41	22. 8.42	6. 4.43	USN HASTE (1942), mercantile <i>Porto Azzuro</i> (1949); scrapped Italy ..../71.
K.288	MILFOIL	-do-	-do-	11.41	22. 8.42	31. 3.43	USN INTENSITY (1942), mercantile <i>Olympic Promoter</i> (1950), <i>Otori Maru No. 5</i> (1956); scrapped Japan ..../66.
K.289	MUSK	-do-	-do-	23.11.41	22. 8.42	22.12.42	USN MIGHT (1942), mercantile <i>Olympic Explorer</i> (1950), <i>Otori Maru No. 3</i> (1956), <i>Kyo Maru No. 12</i> (1957); sold
K.290	NEPETA	-do-	-do-	23. 7.42	29.11.42	20. 7.43	USN PERT (1942), mercantile <i>Olympic Leader</i> (1950), <i>Otori Maru No. 1</i> (1956), <i>Kyo Maru No. 15</i> (1957); sold
K.291	PRIVET	-do-	Port Arthur Ship-building	14. 8.42	4.12.42	16. 8.43	USN PRUDENT (1942), Italian Navy ELBANO (1949), STAFFETTA (1951); scrapped ..../72.
Ordered 24/10/41							
K.....	AMARYLLIS	Fleming & Ferguson	.....	.....	.....	.....	Re-ordered 9/12/42 as ALLINGTON CASTLE.
Ordered 6/12/41							
K.286	ROSEBAY	Kingston Shipbuilding	Canadian Vickers (Montreal)	1.10.42	11. 2.43	28. 7.43	USN SPLENDOR cancelled, mercantile <i>Benmark</i> (1947), <i>Frida</i> (1950); scrapped Sweden ..../54.
K.280	SMILAX	Collingwood Ship-yards	.....	.....42	24.12.42	21. 6.43	USN TACT cancelled, Argentinian Navy REPUBLICA (1949); scrapped 1968.
K.281	STATICE	-do-	.....	.....42	10. 4.43	20. 9.43	USN VIM cancelled, mercantile conversion cancelled 1951; scrapped Hamburg ..../61.
K.285	WILLOWHERB	Midland Shipbuilding	.....	.....42	24. 3.43	43	USN VITALITY cancelled, mercantile conversion cancelled 1951, scrapped Hamburg ..../61.
Ordered 8/12/41							
K.274	BETONY	Hall (Aberdeen)	Hall (Aberdeen)	26. 9.42	22. 4.43	31. 8.43	RIN SIND (ii) (1945), RThN PRASE (1947); wrecked off east coast of South Korea 7/1/51 & gunfire United Nations warships 13/1/51.
Ordered ..../2/42							
K.15	ATHOLL	Morton (Quebec)	Canadian Bridge (Walkerville)	15. 8.42	4. 4.43	14.10.43	RCN; sold Steel Company of Canada ..../10/52, arrived Hamilton ..../52 for scrapping.
K.686	FORT FRANCIS (i)	Collingwood Ship-yards	.....	10.12.43	30. 8.44	18.11.44	RCN, FERGUS (1943), mercantile <i>Camco II</i> (1945), <i>Harcourt Kent</i> (1948); wrecked Cape Pine 22/11/49.
K.338	LINDSAY	Midland Shipbuilding	Port Arthur Ship-building	30. 9.42	4. 6.43	15.11.43	RCN, mercantile <i>North Shore</i> (1946); sold
K.401	LOUISBURG (ii)	Morton (Quebec)	Canadian Pacific Railway (Montreal)	11. 1.43	13. 7.43	13.12.43	RCN, Dominican Navy JUAN ALEJANDRO ACOSTA (1947); sold
K.520	NORSYD	-do-	-do-	14. 1.43	31. 7.43	22.12.43	RCN, mercantile <i>Balboa</i> (1945), Israeli Navy HAGANAH (1950); scrapped Israel ..../56.
K.339	NORTHBAY	Collingwood Ship-yards	.....	24. 9.42	27. 4.43	25.10.43	RCN, mercantile <i>Kent County II</i> (1946), <i>Galloway Kent</i> (1950), <i>Bedford II</i> (1951);
K.340	OWEN SOUND	-do-	Collingwood Ship-yards	11.11.42	15. 6.43	17.11.43	RCN, mercantile <i>Cadio</i> (1946); sold
K.537	RIVIÈRE DU LOUP	Morton (Quebec)	Canadian Pacific Railway (Montreal)	5. 1.43	2. 7.43	21.11.43	RCN, Dominican Navy JUAN BAUTISTA MAGGIOLO (1947); sold
Ordered 26/2/42							
K.275	BUDDLEIA	Hall (Aberdeen)	Hall (Aberdeen)	30.11.42	19. 6.43	10.11.43	RCN GIFFARD (ii) (K.402 – 1943); sold Steel Company of Canada ..../10/52, arrived Hamilton ..../52 for scrapping.
Ordered ..../4/42							
K.333	COBOURG	Midlands Shipbuilding	.....	25.11.42	14. 7.43	11. 5.44	RCN, mercantile <i>Camco</i> (1945), <i>Dundas Kent</i> (1947), <i>Puerto do Sol</i> (1956); lost by fire New Orleans 1/7/71.
K.335	FRONTENAC	Kingston Shipbuilding	.....	19. 2.43	2. 6.43	26.10.43	RCN; sold United Ship (New York) ..../10/45 for mercantile conversion?

[illegible]

“River” class: (RN first group) BALLINDERRY, BANN, *CHELMER, DART, DERG, *ETTRICK, EXE, ITCHEN, JED, KALE, NESS, NITH, RIBBLE (i), ROTHER, SPEY, STRULE, SWALE, TAY, TEST, TEVIOT, TRENT, *TWEED, WAVENEY, WEAR. (RN second group) ADUR, AIRE, ANNAN (i), ANNAN (ii), AVON, AWE, BARLE, BRAID, *CAM, CUCKMERE, DEVERON, DOVEY, EVENLODE, FAL, FINDHORN, FROME, *HALLA-DALE, HELFORD, *HELMSDALE, INVER, LAGAN, LOCHY, LOSSIE, MEON, MONNOW, MOURNE, MOYOLA, NADDER, NENE, ODZANI, PARRET, PLYM, RIBBLE (ii), SHIEL, TAFF, TAVY, TEES, TEME, TORRIDGE, TOWY, USK, WINDRUSH, WYE. (RAN first group) BARCOO, †BARWON, BURDEKIN, †DIAMANTINA, GASCOYNE, HAWKESBURY, LACHLAN, †MACQUARRIE. (RAN second group) BALMAIN, BOGAM, CAMPAPSE, CONDAMINE, CULGOA, MURCHISON, MURRUMBIDGEE, NAOMI, NEPEAN, SHOALHAVEN, Warburton, WILLIAMSTOWN, WIMMERA, WOLLONDILLY. (RCN group) †ALEXANDRIA, †ALVINGTON (ii), †ANTIGONISH, †BEACON HILL, †BUCKINGHAM, †CAP DE LA MADELEINE, CAPE BRETON, †CAPILANO, †CARLPLACE, †CHARLOTTETOWN (ii), †CHEBOGUE, †COATICOOK, DUNVER, †EASTVIEW, †FORT ERIE (i), †FORT ERIE (ii), †FOSTER, †GLACE BAY (ii), GROU, †HALLOWELL, †HARDROCK, †HENRYVILLE, †INCH ARRAN, †JOLIETTE, †JONQUIÈRE, †KIRKLAND LAKE, †KOKANEE, †LA HULLOISE, †LASALLE, †LANARK, †LAUZON (ii), †LE HAVRE, †LÉVIS (ii), †LINGANBAR, †LONGUEUIL, †MAGOG, MATANE (ii), †MEGANTIC (ii), †MERRITTONIA (ii), MONTREAL, NEW GLASGOW, †NEW WATERFORD, †NORTHUMBERLAND, †ORKNEY, OUTREMONT, †PENETANG, †PESAQUID, †PLESSIVILLE, PORT COLBORNE, †POUNDMAKER, †PRESTONIAN, PRINCE RUPERT, †RANNEY FALLS, †ROUYN (ii), †ROYAL MOUNT (ii), †RUNNYMEDE, †ST AGATHE, ST CATHERINES, †ST EDOUARD, ST JOHN, †ST PIERRE, †ST ROMAULD, †ST STEPHEN, †STE THÉRÈSE, †SEA CLIFF (ii), †SHIPTON, †SPRINGHILL, †STETTLER, †STONE TOWN, STORMONT (ii), †STRATHADAM, †SUSSEXVALE (i), †SUSSEXVALE (ii), SWANSEA, †THETFORD MINES, †TISDALE, †TORONTO, †VALDORIAN (ii), †VALLEY-FIELD, †VICTORIAVILLE, WASKESIU, WENTWORTH, †WESTBURY, †WESTVILLE, †WULASTOCK, and twenty-nine unnamed.

Initially, escort protection for convoys had only been envisaged in waters covering the approaches to the U.K., but following the German occupation of Western Europe provision had to be made greatly to extend convoy protection, first to mid-Atlantic, then right across the Atlantic, and finally on a world-wide scale.

The principal shortcomings of the “Flower” class corvettes for ocean work were their lack of length, speed, and endurance; and it was with these characteristics that improvements were mainly sought for a new design of escort vessel. The final plan that was accepted was for a 300ft vessel (the minimum length for ocean work) powered by two sets of corvette machinery for a speed of 20 knots. This was the most expedient compromise that came closest to

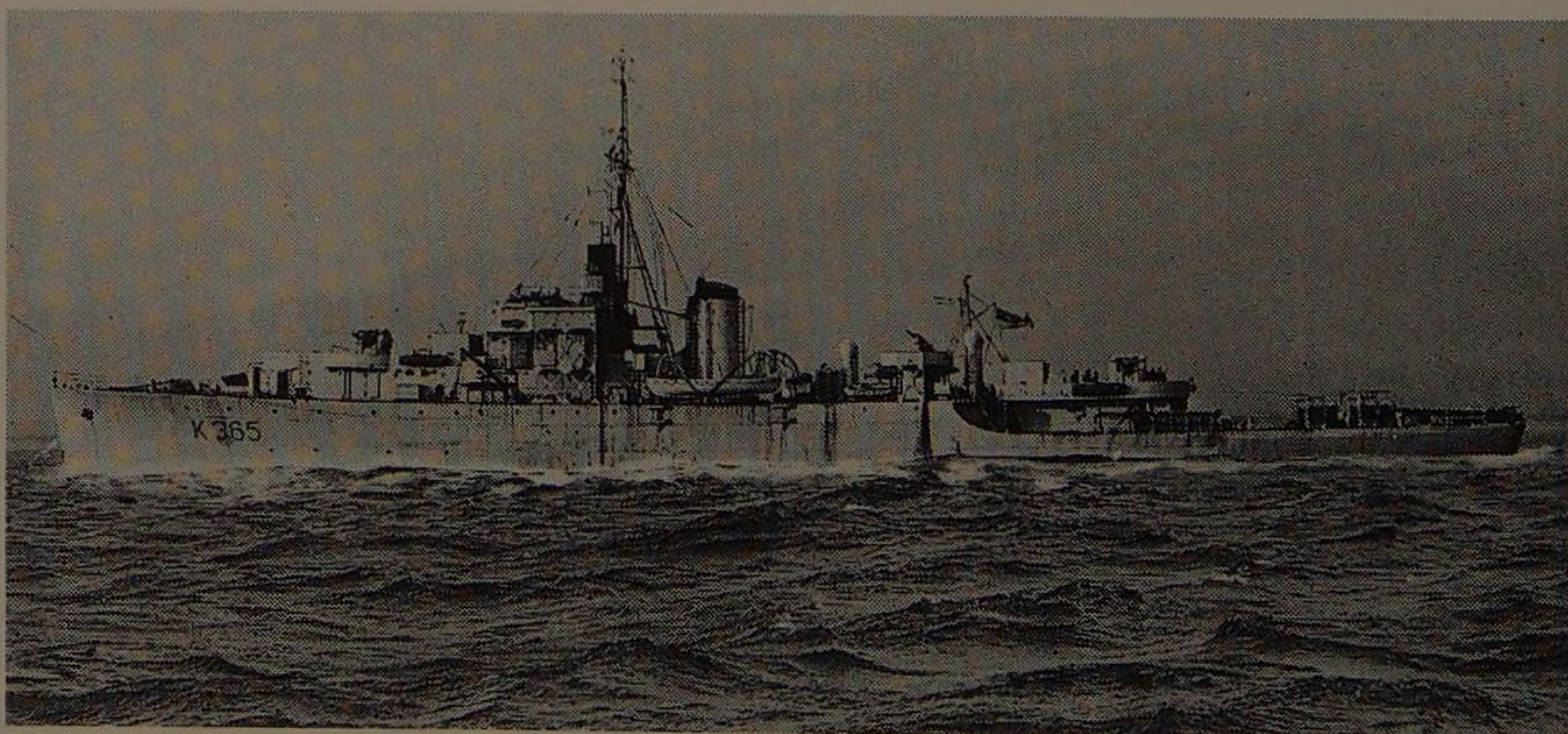
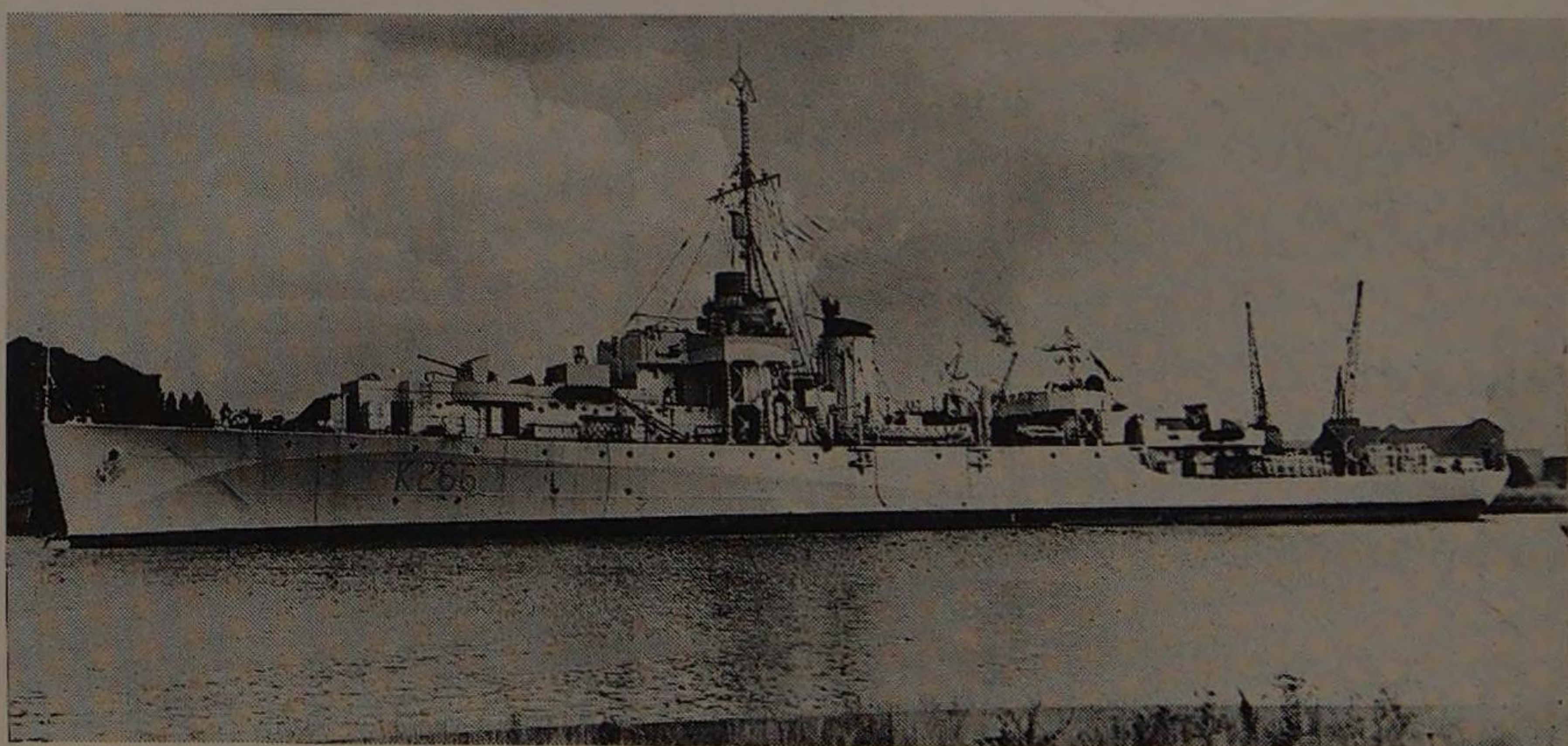


Above: The *Swale* as completed in 1942; and while the designed armament was not markedly superior to that of the corvette the extra length made these vessels far more seaworthy, provided extra space at the stern for depth charge stowage, and they were faster. (IWM)

the Naval Staff's requirement for a speed of 22 knots, which would have entailed a longer vessel—that could not have been accommodated on the berths of most corvette builders—and turbine machinery. The class was first referred to as twin-screw corvettes, and a few units were even allocated flower names; but were later given the new category of frigate while building.

The design was kept as simple as possible, and largely adopted mercantile practice so that construction could be undertaken by the corvette builders; but compared with the corvettes the scantlings were slightly reduced to warship standards, which past experience had shown to be satisfactory. While building it was appreciated that an even wider radius of action was desirable, and consequently all units after the first 24 had their bunker capacity increased by 210 tons by utilising all available void spaces. Geared turbines were fitted in six units only to determine the feasibility of the installation, as there was not sufficient capacity to allow its general adoption; but all were fitted with forced-draught water-tube boilers.

The armament was basic: a 4in gun at each end to provide all-round fire against a surfaced submarine, a light AA armament of 20mm guns, an A/S spigot mortar (Hedgehog) forward, and eight mortars and two racks for depth charges aft. Positioning the A/S mortar on the fo'c'sle—where it was constantly washed over in rough weather—was not very imaginative, and could not have benefited its electrical circuitry. It should have been positioned on the forward shelter deck in place of either the 4in gun or the HF/DF office (see *Note 6*). The original provision was for ten 20mm AA (10×1) guns, but as the weapon was in short supply only four were fitted in most instances:



Right: The *Fal* (upper) and *Lochy* (lower): the latter has two twin power-operated 20mm AA mountings in place of single guns in the aft positions. (Admiralty)

two in the bridge wings, and two aft at the break of the long fo’c’sle deck (see *Note 7*). From 1942, as the supply position improved, most had their four single manual guns replaced by twin power-operated mountings.

The first 20 Royal Navy units were provided with wire/acoustic/electric sweep gear, but this was later removed and enabled an extra 85 tons of bunkers to be carried. Some units—including the *Deveron*, *Mourne*, and *Tweedie*—had two 6pdr added on the fo’c’sle abreast the A/S mortar. As previously noted, the unsuitability of the location of the A/S mortar became evident; and it was approved that a split configuration be mounted on each side of the forward 4in gun, or farther aft abreast the bridge, and at shelter deck level. Only the *Monnow* appears to have been modified, and adopted the first alternative as it was nearer to the mortar magazine.

Rigging comprised a tall tripod foremast with AW.286 RDF at its head, and a short tripod mainmast; while SW.271/272 with IFF.242 was fitted on the bridge, and the latter was replaced by SW.277 in some units. The additional armament, RDF, bunkers, etc. raised the displacement to 1,445 tons (2,290 tons full load), and the complement to 140; which the design could comfortably absorb.

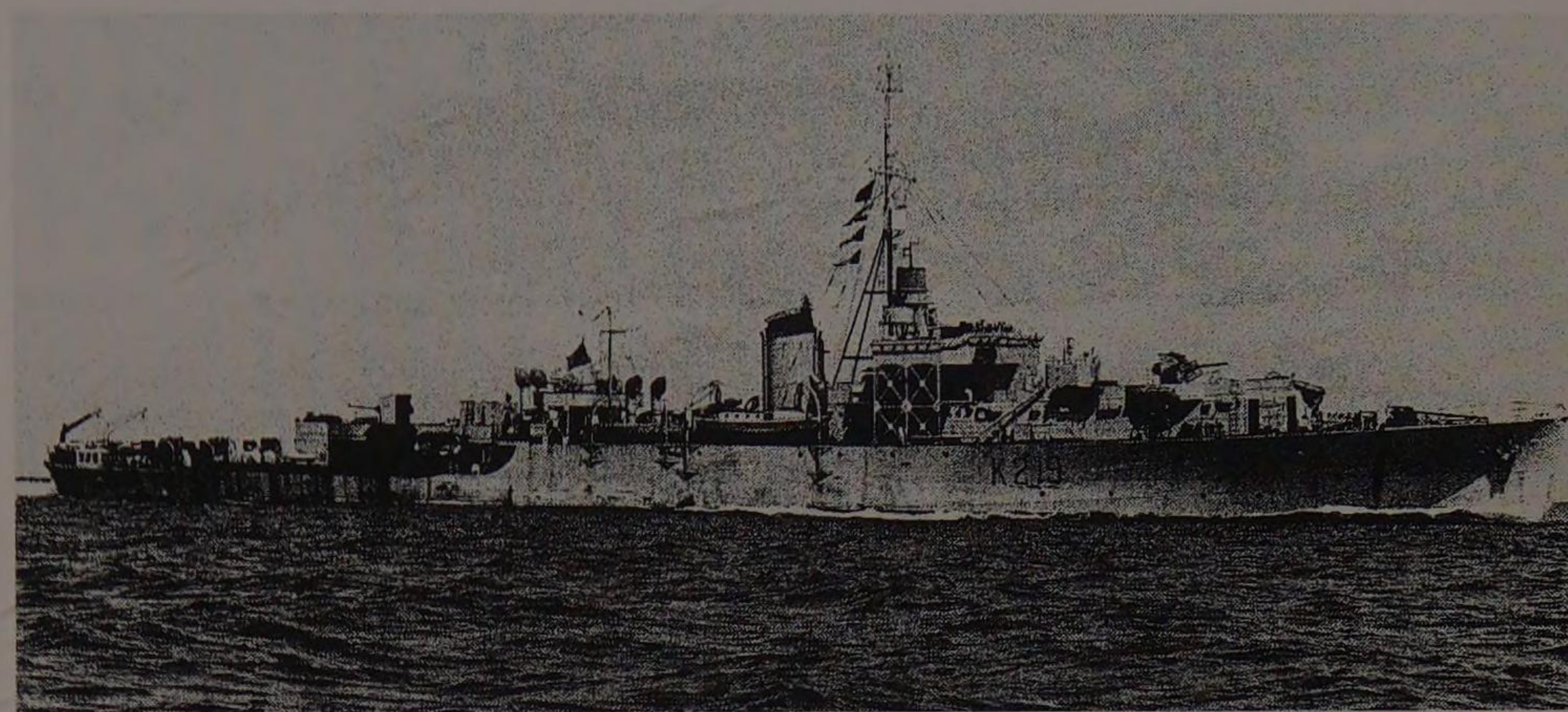
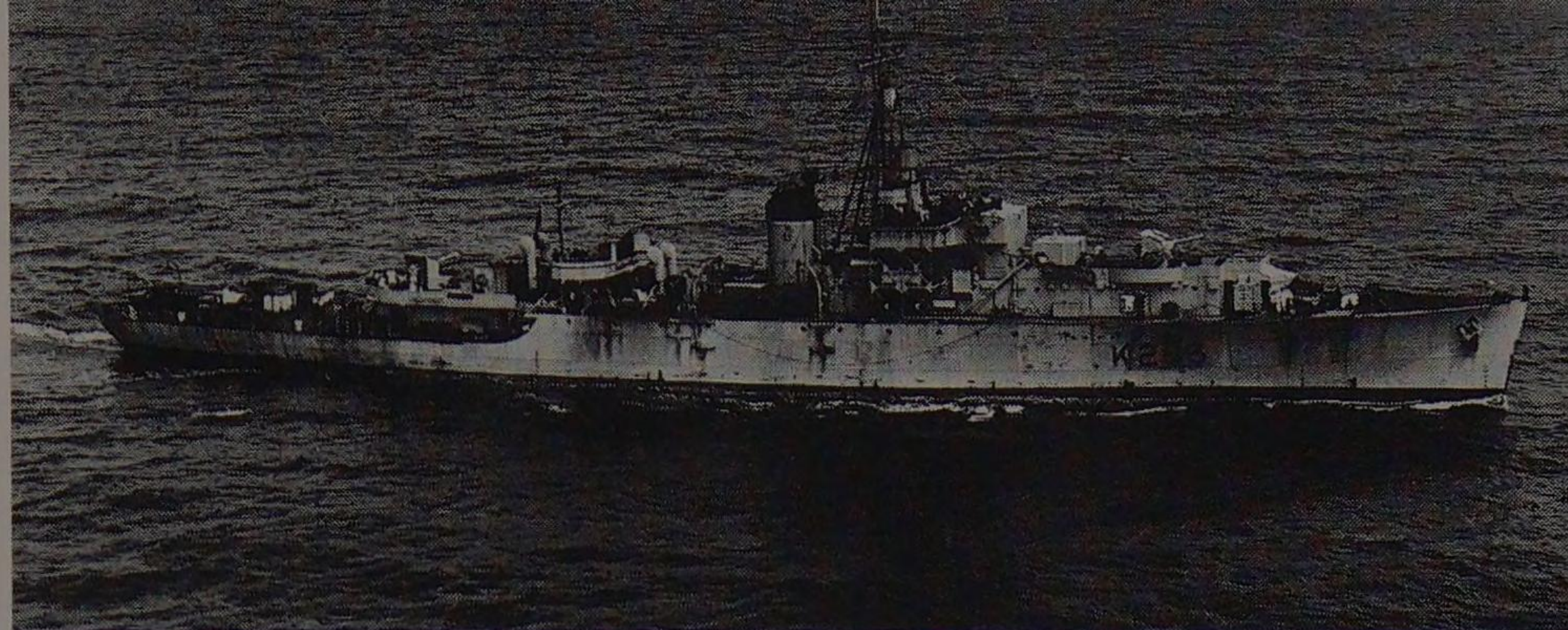
In 1944 six vessels were earmarked for conversion to landing ships headquarters (small) for controlling troops ashore up to brigade strength. The 4in guns, depth charges and associated racks and mortars, were all removed. This enabled the superstructure aft to be extended, offices were added on each side of the bridge at shelter deck level, a pole mainmast was stepped to spread the W/T aerals, and VHF aerals were added on both masts. The light AA armament was considerably augmented to comprise five twin and six single 20mm AA guns.

Other conversions contemplated for the Normandie landings were to monitors armed with two 6in (2×1); and for the Pacific to AA vessels retaining only a token anti-submarine capability, or as supply vessels retaining only four 20mm AA (4×1) guns for self-defence; but none was implemented as the design was considered unsuitable. It proved easier to adapt construction in hand—the “Loch” class (q.v.)—to AA vessels for the Pacific.

The Royal Australian Navy and the Royal Canadian Navy both adopted the “River” design, but as their vessels were completed after their Royal Navy counterparts they could wholly incorporate the various alterations and additions applied to the British units. Both navies were dependent on the U.K for A/S mortars, sonar, and RDF; but Canada could make local arrangements to ease the supply position.

As the Royal Australian Navy were as much (perhaps more) concerned with air defence as anti-submarine capability they shipped the 4in guns on HA shielded mountings, together with eight 20mm AA (8×1) guns (two on the bridge wings, four amidships, and two on the quarterdeck); while the A/S spigot mortar was positioned on the fore deck. They were rigged and fitted with the same RDF as the Royal Navy units, and later shipped SW.276 in place of the earlier set. The last three to be completed—the *Barcoo*, *Diamantina*, and *Gascoyne*—were further modified by replacing the four single 20mm AA guns amidships by two twin power-operated mountings, re-siting the two single 20mm AA guns on the quarterdeck to forward abreast the A/S mortar, and the addition of three single 40mm AA guns (one forward of the bridge, one at the break of the fo’c’sle deck, and one on the quarterdeck). An HA.DCT replaced the SW.RDF on the bridge, which was re-located on a forward projecting spur of the tripod foremast, together with AW.RDF at the masthead.

The second group were all completed to a revised layout similar to that of the Royal Navy “Loch”/“Bay” classes (q.v.). The single 4in AA guns were replaced by re-positioned twin mountings: the forward mounting was moved forward from a shortened shelter deck on to the fo’c’sle deck, and the after mounting was similarly moved aft from the aft end of the fo’c’sle deck to the quarterdeck; both on bandstands, and controlled from an HA.DCT on the bridge fitted with AR.285 RDF. The positioning of the after twin mounting naturally restricted the depth charge stowage. At the break of the fo’c’sle deck (in place of the displaced 4in mounting) were three single 40mm AA guns; and there was a twin 20mm power-operated mounting on each side of the bridge, but at the lower level of the forward shelter deck. As with the



Top: The *Helmsdale* was one of only six units fitted with turbine machinery to determine the feasibility of the installation. (Admiralty)

Above: The one unsatisfactory feature of the “River” class was the location of the A/S spigot mortar shown on the fo’c’sle of the *Ness* close aft of the windlass.

earlier units the tripod foremast supported the AW.RDF at the masthead, and the SW.RDF on a forward projecting spur.

Although the Royal Canadian Navy’s construction programme started after that for the Royal Australian Navy, it was vigorously advanced, and soon overtook and outstripped its Dominion partner. The first 15 units closely followed the Royal Navy design, except that twin power-operated 20mm AA mountings were shipped in all four positions (bridge wings and break of the fo’c’sle deck). After this the armament was modified with a twin 4in AA mounting replacing the forward gun, and a 12pdr AA replacing the aft gun; and the earlier units were altered to this standard as they came up for refit. Most were fitted with SW.271P/Q RDF on the bridge, or with the similar SW.RXC set; together with IFF.242/251/254 or type ABK. It was intended to replace SW.271 with either SW.277 or type SU in 1945 on units destined for the Pacific.

In the U.K. the switch from the “River” class to the follow-on “Loch” class proceeded smoothly, and there were no cancellations of the former. Matters were not so straightforward in Canada as the result of a decision at the end of 1943 to cut back on frigate construction because anti-submarine operations in the North Atlantic were proving so successful. In consequence, initial orders placed by the Royal Navy in Canada for the “Loch” class were cancelled, so the Royal Canadian Navy continued with the “River” class; but the sudden end of hostilities in 1945 inevitably meant large-scale cancellations. Although the Australian “River” class programme was not so intense as it was in the U.K. and Canada, the end of hostilities also caught them unawares; and ten of the 22 vessels authorised were cancelled.

Displacement: 1,370 tons (1,830 tons full load) except RAN (first group) 1,420 tons (2,020 tons full load), RAN (second group) 1,545 tons (2,185 tons full load), RCN group 1,445 tons (2,110 tons full load).

Dimensions: 283 (pp)/301¼ (oa) × 36½ × 17½d/9 (13 full load) feet.

Machinery: Two Admiralty 3-drum boilers (235lb/in²), two shafts, reciprocating (VTE cyl 18½in:31in:38½in (2) × 30in stroke) IHP 5,500 = 20 knots except * Parsons SR geared turbines SHP 6,500 = 20½ knots.

Note 6: It was still not conceded at this stage that the main armament of an anti-submarine vessel was its A/S weapons and not its guns. Consequently, the latter were still afforded prime consideration as to their emplacement.

Note 7: The *Rother* and *Spey* had two 2pdr AA (2×1) guns in this position.

Bunkers & radius: O.F. 440 tons, 7,200nm @ 12k (RN first group); O.F. 500 tons, 5,180nm @ 12k (RAN groups); O.F. 646 tons, 7,500nm @ 15k (all others).

Armament: (RN group) Two 4in (2×1), ten 20mm AA (10×1) guns, twenty-four A/S (1×24) mortars. (RAN first group) Two 4in AA (2×1), eight 20mm AA (8×1) except † three 40mm AA (3×1), four 20mm AA (2×2) guns, twenty-four A/S (1×24) mortars. (RAN second group) Four 4in AA (2×2), three

40mm AA (3×1), four 20mm AA (2×2) guns, twenty-four A/S (1×24) mortars. (RCN group) Two 4in (2×1), eight 20mm (4×2), two .303in machine (2×1) guns, twenty-four A/S (1×24) mortars except ‡ two 4in AA (1×2), one 12pdr AA, eight 20mm AA (4×2), two .303in machine (2×1) guns, twenty-four A/S (1×24) mortars.

Complement: 107 except RAN (first group) 140, RAN (second group) 177, RCN group 157.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 11/2/41							
K.92	EXE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	16. 5.41	9. 3.42	6. 8.42	Sold T W Ward .././56, arrived Preston 20/9/56 for scrapping.
K.227	ITCHEN	-do-	-do-	14. 7.41	29. 7.42	28.12.42	Torpedoed German submarine U.260 south of Greenland 22/9/43.
K.235	JED	Hill (Bristol)	Bellis & Morcom (Birmingham)	27. 9.41	30. 7.42	30.11.42	Sold T W Ward .././57, arrived Milford Haven 25/7/57 for scrapping.
K.241	KALE	Inglis (Pointhouse)	Hawthorn Leslie (Hebburn)	22. 9.41	24. 6.42	4.12.42	Sold J Cashmore ../11/56, arrived Newport .././56 for scrapping.
K.219	NESS	Robb (Leith)	G Plenty (Newbury)	3. 9.41	30. 7.42	22.12.42	Sold J Cashmore ../9/56, arrived Newport .././56 for scrapping.
K.215	NITH	-do-	Yarrow (Scotstoun)	5. 9.41	25. 9.42	16. 2.43	REN DOMIAT (1948); gunfire cruiser NEWFOUNDLAND Gulf of Suez 31/10/56.
K.251	RIBBLE (i)	Simons (Renfrew)	Simons (Renfrew)	29.12.41	23. 4.43	25. 6.43	RNethN JOHAN MAURITS VAN NASSAU (1943); sold A Goslar 51/1/59, arrived Diemen .././59 for scrapping.
K.224	ROTHER	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	26. 6.41	20.11.41	3. 4.42	Sold West of Scotland Shipbreaking .././55, arrived Troon 22/4/55 for scrapping.
K.246	SPEY	-do-	-do-	18. 7.41	18.12.41	19. 5.42	REN RASHEID (1948); sold
K.217	SWALE	-do-	-do-	19. 8.41	16. 1.42	24. 6.42	Sold Shipbreaking Industries .././55, arrived Faslane 26/2/55 for scrapping.
K.232	TAY	-do-	-do-	10. 9.41	18. 3.42	5. 8.42	Sold Shipbreaking Industries .././56, arrived Rosyth 28/9/56 for scrapping.
Ordered 15/3/41							
K.239	TEST	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	15. 8.41	30. 5.42	12.10.42	RIN NEZA (1946/47); sold Shipbreaking Industries .././55, arrived Faslane 25/2/55 for scrapping.
Ordered 8/5/41							
K.222	TEVIOT	Hall Russell (Aberdeen)	Hall Russell (Aberdeen) & Simon (Renfrew)	4.10.41	12.10.42	30. 1.43	SAN (1945/46);sold T W Ward 29/3/55, arrived Briton Ferry .././55 for scrapping.
K.243	TRENT	Hill (Bristol)	Bellis & Morcom (Birmingham)	31. 1.42	10.10.42	27. 2.43	RIN KHUKRI (1946), INVESTIGATOR (1951); sold
K.248	WAVENEY	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	8.10.41	30. 4.42	16. 9.42	Sold West of Scotland Shipbreaking .././57, arrived Troon 9/11/57 for scrapping.
K.230	WEAR	-do-	-do-	16.10.41	1. 6.42	24.10.42	Sold T Young .././57, arrived Sunderland 29/10/57 for scrapping.
Ordered 19/5/41							
K.21	DART	Blyth Dry Dock	Hawthorn Leslie (Hebburn)	8. 9.41	10.10.42	15. 5.43	Sold J Cashmore ../11/56, arrived Newport .././57 for scrapping.
K.250	TWEED	Inglis (Pointhouse)	Parsons (Wallsend)	31.12.41	24.11.42	28. 4.43	Torpedoed German submarine U.305 south-west of Ireland 7/1/44.
Ordered 1/6/41							
K.221	CHELMER	J Brown (Clydebank)	Parsons (Wallsend)	29.12.41	27. 3.43	29. 9.43	Sold Shipbreaking Industries .././57, arrived Charlestown ../8/57 for scrapping.
K.254	ETTRICK	Crown (Sunderland)	-do-	31.12.41	5. 2.43	11. 7.43	RCN (1944/45); sold T W Ward .././53, arrived Grays ../6/53 for scrapping.
Ordered 20/6/41							
K.255	BALINDERRY	Blyth Dry Dock	Hawthorn Leslie (Hebburn) & G Fletcher (.....)	6.11.41	7.12.42	2. 9.43	Sold T W Ward .././61, arrived Barrow 7/7/61 for scrapping.
K.256	BANN (ii)	Hill (Bristol)	Bellis & Morcom (Birmingham)	18. 6.42	29.12.42	7. 5.43	RIN TIR (1947); sold
K.257	DERG	Robb (Leith)	G Plenty (Newbury)	16. 4.42	7. 1.43	10. 6.43	RNVR drillship CAMBRIAN (1947), WESSEX (1951); sold J Cashmore .././60, arrived Newport ../9/60 for scrapping.
K.258	GLENARM	-do-	Smiths Dock (Middlesbrough)	15. 7.42	8. 3.43	30. 7.43	STRULE (1944), French Navy CROIX DE LORRAINE (1944); scrapped ../9/61.
Ordered 3/7/41							
K.259	LAGAN	Smiths Dock (Middlesbrough)	-do-	7. 1.42	28. 7.42	2.12.42	Torpedoed German submarine U.260 North Atlantic 20/9/43 & written-off as constructive total loss, sold W H Arnott Young 21/5/46, arrived Troon .././46 for scrapping.

K.261	MOURNE	-do-	-do-	21. 3.42	24. 9.42	30. 4.43	Torpedoed German submarine U.767 English Channel 15/6/44.
K.260	MOYOLA	-do-	-do-	9. 2.42	27. 8.42	15. 1.43	French Navy TONKINOIS (1944), LA CONFIANCE (1953); scrapped ../9/61.
Ordered 16/8/41							
K.375	BARCOO	Cockatoo (Sydney)	Cockatoo (Sydney)	21.10.42	26. 8.43	17. 8.44	RAN; sold Taiwanese shipbreaker 27/1/72, arrived Taiwan ../3/72 for scrapping.
K.406	BARWON	-do-	-do-	31. 5.43	3. 8.44	10.12.45	RAN; sold Japanese shipbreaker .././62, arrived Japan ../8/62 for scrapping.
K.376	BURDEKIN	Walkers Drydock (Maryborough)	Walkers Drydock (Maryborough)	1. 7.42	30. 6.43	27. 6.44	RAN; sold Japanese shipbreaker .././61, left Sydney in tow for Japan 28/12/61 for scrapping.
K.377	DIAMANTINA	-do-	-do-	12. 4.43	6. 4.44	27. 4.45	RAN; sold
K.354	GASCOYNE	Morts Dock (Sydney)	Morts Dock (Sydney)	3. 7.42	20. 2.43	18.11.43	RAN; sold Japanese shipbreaker 27/1/72, left Sydney in tow for Osaka 6/7/72 for scrapping.
K.363	HAWKESBURY	-do-	-do-	7. 8.42	24. 7.43	5. 7.44	RAN; sold Japanese shipbreaker .././62, left Sydney in tow for Japan 12/9/62 for scrapping.
Ordered 30/9/41							
K.262	AIRE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	12. 6.42	22. 4.43	28. 7.43	TAMAR (1946), AIRE (1946); wrecked Bombay Reef 23/12/46 & written-off as constructive total loss.
Ordered 6/10/41							
K.296	ADUR ex-PG.101	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	10. 3.42	22. 8.42	1.12.42	RCN NADUR (1942), USN ASHEVILLE (1942); Argentinian Navy HERCULES (1946), Argentinian Coast Guard JUAN B AZOPARDO (1963); sold
K.297	ANNAN (i) ex-PG.102	-do-	-do-	16. 3.42	12. 9.42	16.12.42	USN NATCHEZ (1942), Dominican Navy JUAN PABLO DUARTE (1948), mercantile <i>Moineau</i> (1957); scrapped ca1959.
K.298	BARLE ex-PG.103	-do-	-do-	10. 6.42	26. 9.42	30. 4.43	Returned USN 27/2/46 & scrapped.
K.299	CUCKMERE ex-PG.104	-do-	-do-	4. 5.42	24.10.42	14. 5.43	Torpedoed German submarine U.223 north-west of Algiers 11/12/43 & written-off as constructive total loss; returned USN 6/11/46 & scrapped.
K.300	EVENLODE ex-PG.105	-do-	-do-	28. 6.42	8.11.42	4. 6.43	Returned USN 5/3/46 & scrapped.
K.301	FINDHORN ex-PG.106	-do-	-do-	23. 8.42	5.12.42	25. 6.43	Returned USN 20/3/46 & scrapped.
Ordered ../10/41							
K.407	BEACON HILL	Yarrow (Esquimalt)	Dominion Bridge (Montreal)	16. 7.43	6.11.43	16. 5.44	RCN; sold Japanese shipbreaker .././68, arrived Sakai .././68 for scrapping.
K.663	CAP DE LA MADELEINE	Morton (Quebec)	.....	5.11.43	13. 5.44	30. 9.44	RCN; sold Italian shipbreaker .././66, arrived La Spezia .././66 for scrapping.
K.350	CAPE BRETON	-do-	Canadian Vickers (Montreal)	5. 5.42	24.11.42	25.10.43	RCN; expended as breakwater Kelsey Bay .././48.
K.665	EASTVIEW	Canadian Vickers (Montreal)	-do-	26. 8.43	17.11.43	3. 6.44	RCN; expended as breakwater Oyster Bay .././48.
K.318	GROU	-do-	-do-	1. 5.43	7. 8.43	4.12.43	RCN; scrapped Victoria 1948.
K.418	JOLIETTE	Morton (Quebec)	-do-	19. 7.43	12.11.43	14. 6.44	RCN, Chilean Navy IQUIQUE (1946); scrapped 1968.
K.419	KOKANEE	Yarrow (Esquimalt) (Montreal)	Dominion Bridge	25. 8.43	27.11.43	6. 6.44	RCN, mercantile <i>Bengal</i> (1948).
K.668	LA HULLOISE	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	10. 8.43	29.10.43	20. 5.44	RCN; sold Italian shipbreaker ../4/66, arrived La Spezia .././66 for scrapping.
K.672	LONGUEUIL	-do-	-do-	17. 7.43	30.10.43	18. 5.44	RCN; expended as breakwater Kelsey Bay .././48.
K.673	MAGOG	-do-	-do-	16. 6.43	22. 9.43	7. 5.44	RCN; torpedoed German submarine U.1223 Gulf of St Lawrence 14/10/44 & written-off as constructive total loss, sold Marine Industries .././45, arrived Sorel .././47 for scrapping.
K.327	MATANE (i)	-do-	-do-	6. 5.43	14. 7.43	28.11.43	RCN STORMONT (ii) (1943), mercantile <i>Christina</i> (1951).
K.319	MONTREAL	-do-	-do-	23.12.42	12. 6.43	12.11.43	RCN; sold Dominion Steel .././47, arrived Sydney .././47 for scrapping.
K.322	OUTREMONT	Morton (Quebec)	-do-	18.11.42	3. 7.43	27.11.43	RCN; sold Italian shipbreaker .././66, arrived La Spezia 11/4/66 for scrapping.
K.324	PRINCE RUPERT	Yarrow (Esquimalt)	Dominion Bridge (Montreal)	6. 8.42	3. 2.43	30. 8.43	RCN; expended as breakwater Comox .././48.
K.325	ST CATHERINES	-do-	-do-	2. 5.42	6.12.42	31. 7.43	RCN, mercantile (name unchanged – 1950); sold
K.456	ST JOHN	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	28. 5.43	25. 8.43	14.12.43	RCN; sold Halifax Shipyard 17/11/47, arrived Halifax .././47 for scrapping.
K.681	STETTLER	-do-	-do-	31. 5.43	10. 9.43	7. 5.44	RCN; scrapped Victoria 1967.
K.444	STORMONT (i)	-do-	-do-	23.12.42	29. 5.43	23.10.43	RCN MATANE (ii) (1943); expended as breakwater Oyster Bay .././48.
K.328	SWANSEA	Yarrow (Esquimalt)	Dominion Engineering (Montreal)	15. 7.42	19.12.42	4.10.43	RCN; sold Italian shipbreaker .././67, arrived Savona ../10/67 for scrapping.
K.459	THETFORD MINES	Morton (Quebec)	Canadian Vickers (Montreal)	7. 7.43	30.10.43	24. 5.44	RCN, sold 3/1/46 for mercantile conversion.

K.329	VALLEYFIELD	-do-	-do-	30.11.42	17. 7.43	7.12.43	RCN; torpedoed German submarine U.548 off Cape Race 7/5/44.
K.03	VERDUN	-do-	-do-	5. 5.42	10.11.42	11. 9.43	RCN VERDUN OF CANADA (1942), DUNVER (1944); expended as breakwater Oyster Bay .././48.
K.330	WASKESIU	Yarrow (Esquimalt)	Dominion Bridge (Montreal)	2. 5.42	6.12.42	17. 6.43	RCN, mercantile <i>Hooghly</i> (1947); sold
Ordered 8/11/41							
K.263	BRAID	Simons (Renfrew)	Simons (Renfrew)	1.12.42	30.11.43	21. 1.44	French Navy L'AVENTURE (1944); sold
Ordered 9/12/41							
K.302	INVER ex-PG.107	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	17. 9.42	12.12.42	19. 7.43	Returned USN 4/3/46 & scrapped.
K.303	LOSSIE ex-PG.108	-do-	-do-	1.10.42	30. 4.43	14. 8.43	Returned USN 26/1/46, mercantile <i>Teti</i> (1947), <i>Adriatiki</i> (1955); wrecked Aegean 16/1/68.
K.304	PARRET ex-PG.109	-do-	-do-	31.10.42	30. 4.43	31. 8.43	Returned USN 5/2/46 & scrapped.
K.305	SHIEL ex-PG.110	-do-	-do-	8.11.42	26. 5.43	30. 9.43	Returned USN 4/3/46 & scrapped.
Ordered 13/12/41							
K.264	CAM	J Brown (Clydebank)	Parsons (Wallsend)	30. 6.42	31. 7.43	31. 4.44	Mined off .././44 & written-off as constructive total loss; sold T Young 22/6/45, arrived Sunderland .././45 for scrapping.
K.265	DEVERON	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	16. 4.42	12.10.42	2. 3.43	RIN DHANUSH (1945), RPN ZULFIQUAR (1948); sold
K.266	FAL	-do-	-do-	20. 5.42	9.11.42	2. 7.43	Burmese Navy MAYU (1947); sold
Ordered 19/12/41							
K.267	FROME	Blyth Dry Dock	Hawthorn Leslie (Hebburn)	30. 5.42	1. 6.43	3. 3.44	Completed Hughes Bolckow (Blyth), French Navy L'ESCARMOUCHE (1944), AILETTE (1957); scrapped .././61.
Ordered 1/1/42							
K.252	HELFORD	Hall Russell (Aberdeen)	Yarrow (Scotstoun)	27. 6.42	6. 2.43	26. 6.43	Sold West of Scotland Shipbreaking .././56, arrived Troon 29/6/56 for scrapping.
K.253	HELMSDALE	Inglis (Pointhouse)	Parsons (Wallsend)	13. 8.42	5. 6.43	15.10.43	Sold Shipbreaking Industries .././57, arrived Faslane 7/11/57 for scrapping.
Ordered 24/1/42							
K.523	LAMBOURNE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	23. 3.43	14.10.43	25. 2.44	DOVEY (1942); sold T W Ward .././55, arrived Preston 2/11/55 for scrapping.
K.269	MEON	Inglis (Pointhouse)	-do-	31.12.42	4. 8.43	31.12.43	Sold Hughes Bolckow .././66, arrived Blyth 14/5/66 for scrapping.
K.270	NENE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	20. 6.42	9.12.42	8. 4.43	Sold T W Ward .././55, arrived Briton Ferry 21/7/55 for scrapping.
K.271	PLYM	-do-	-do-	1. 8.42	4. 2.43	16. 5.43	RNVR drillship (1948); expended atomic tests Monte Bello Islands 3/10/52.
Ordered 26/2/42							
K.272	TAVY	Hill (Bristol)	Bellis & Morcom (Birmingham)	17.10.42	3. 4.43	3. 7.43	Sold J Cashmore .././55, arrived Newport 8/7/55 for scrapping.
Ordered ../4/42							
K.320	NEW GLASGOW	Yarrow (Esquimalt) (Montreal)	Canadian Vickers	4. 1.43	5. 5.43	23.12.43	RCN; scrapped Japan .././67.
K.326	PORT COLBORNE	-do-	Dominion Bridge (Montreal)	16.12.42	21. 4.43	15.11.43	RCN; sold Canadian shipbreaker 17/11/47, arrived Sydney .././47 for scrapping.
K.331	WENTWORTH	-do-	-do-	11.11.42	6. 3.43	7.12.43	RCN; sold Halifax Shipyard 17/11/47, arrived Halifax .././47 for scrapping.
Ordered 14/4/42							
K.292	TORRIDGE	Blyth Dry Dock	G Clark (Sunderland)	17.10.42	16. 8.43	6. 6.44	French Navy LA SURPRISE (1944); RMorN AL MAOUNA (1964); sold
K.293	TEES	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	21.10.42	20. 5.43	28. 8.43	Sold J Cashmore .././55, arrived Newport 16/7/55 for scrapping.
Ordered 20/5/42							
K.294	TOWY	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	3. 9.42	4. 3.43	10. 6.43	Sold Smith & Houston .././56, arrived Port Glasgow 27/6/56 for scrapping.
K.295	USK	-do-	-do-	6.10.42	3. 4.43	14. 7.43	REN ABIKIR (1948); scuttled Suez 3/10/56, salvaged 8/4/57 & beached.
Ordered ../6/42							
K.244	CHARLOTTE-TOWN (ii)	G T Davie (Lauzon)	.....	26. 1.43	16. 9.43	28. 4.44	RCN; expended as breakwater Oyster Bay .././47.
K.317	CHEBOGUE	Yarrow (Esquimalt)	Dominion Bridge (Montreal)	19. 3.43	16. 8.43	22. 2.44	RCN; torpedoed German submarine U.1227 North Atlantic 4/10/44, broke tow & wrecked Swansea Bay 11/10/44, salvaged 12/10/44, sold Wagner, Stein & Greene 13/12/47, broke tow & wrecked 14/12/61, blown-up ../2/62.
K.318	JONQUIÈRE	G T Davie (Lauzon)	Canadian Vickers (Montreal)	26. 1.43	28.10.43	10. 5.44	RCN; scrapped Victoria .././67.

K.321	NEW WATER-FORD	Yarrow (Esquimalt)	Dominion Bridge (Montreal)	17. 2.43	3. 7.43	21. 1.44	RCN; scrapped Savona .././67.
K.448	ORKNEY	-do-	-do-	19. 5.43	18. 9.43	18. 4.44	RCN, mercantile <i>Violetta</i> (1947), Israeli Navy MIVTAKH (1950), Sri Lankan Navy MAHASENA (1959); sold Singapore ../9/64 & scrapped.
K.337	ST JEROME	Morton (Quebec)	Canadian Pacific Railway (Montreal)	16.11.43	27. 4.44	21. 8.44	RCN KIRKLAND LAKE (1943); sold Canadian shipbreaker 22/9/47, arrived Sydney .././47 for scrapping.
K.323	SPRINGHILL	Yarrow (Esquimalt)	Dominion Bridge (Montreal)	3. 5.43	7. 9.43	21. 3.44	RCN; sold Halifax Shipyard 17/11/47, arrived Halifax .././47 for scrapping.
K.671	GLACE BAY (i)	G T Davie (Lauzon)	Canadian Vickers (Montreal)	1. 7.43	10. 6.44	30. 8.44	RCN LAUZON (ii) (1944); sold 1964 & scrapped Toronto.
K.670	LA TUQUE	-do-	Canadian Pacific Railway (Montreal)	3.11.43	27. 5.44	27.10.44	RCN FORT ERIE (ii) (1944); sold Italian shipbreaker .././66, arrived La Spezia 22/5/66 for scrapping.
K.669	LANARK	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	27.11.43	10.12.43	6. 7.44	RCN; sold Italian shipbreaker .././66, arrived La Spezia 22/5/66 for scrapping.
K.414	LAUZON (i)	G T Davie (Lauzon)	Canadian Pacific Railway (Montreal)	23. 9.43	26. 4.44	2. 9.44	RCN GLACE BAY (ii) (1944), Chilean Navy ESMERALDA (1946), BACQUEDANO (1952); scrapped 1960.
K.400	LÉVIS (ii)	-do-	.....	23. 3.43	26.11.43	21. 7.44	RCN; expended as breakwater Oyster Creek .././47.
K.676	ROUYN (i)	Davie Shipbuilding (Lauzon)	Canadian Vickers (Montreal)	22. 9.43	6. 7.44	19.10.44	RCN PENETANG (1944), RNN DRAUG (1956); scrapped 1966.
K.678	RUNNYMEDE	Canadian Vickers (Montreal)	-do-	11. 9.43	27.11.43	14. 6.44	RCN; expended as breakwater Kelsey Bay .././48.
Ordered 2/6/42							
K.532	CULGOA (i)	Morts Dock (Sydney)	Morts Dock (Sydney)	3.12.43	3. 3.45	7.12.45	RAN, MACQUARRIE (ii) (1945); sold Japanese shipbreaker .././62, arrived Japan ../8/62 for scrapping.
K.364	LACHLAN	-do-	-do-	23. 3.43	25. 3.44	12. 2.45	RAN, RNZN (1948); sold
K.408	MACQUARRIE (i)	Melbourne Harbour Trust (Williamstown)	.....	15. 7.43	22. 9.45	24.12.46	RAN, CULGOA (ii) (1945); sold Taiwanese shipbreaker 27/1/72, arrived Taiwan ../3/72 for scrapping.
K.442	MURCHISON	Evans Deakin (Brisbane)	Sergeant	3. 6.43	31.10.44	17.12.45	RAN; sold Japanese shipbreaker .././62, arrived Japan .././62 for scrapping.
K.534	MURRUM-BIDGEE	Melbourne Harbour Trust (Williamstown)	.....	28.10.43	.....	.....	RAN; cancelled 4/4/44 & scrapped on slip.
K.535	SHOALHAVEN	Walkers Drydock (Maryborough)	Walkers Drydock (Maryborough)	1.12.43	14.12.44	1. 5.46	RAN; sold Japanese shipbreaker .././62, arrived Japan ../8/62 for scrapping.
K.533	WARBURTON	Evans Deakin (Brisbane)	.....	.....	.....	.....	RAN; cancelled 4/4/44.
Ordered 14/6/42							
K.411	DUDDON	Blyth Dry Dock	G Clark (Sunderland)	31.12.42	10.11.43	4. 8.44	RIBBLE (ii) (1943), RCN (1944/45); sold Hughes Bolckow .././57, arrived Blyth 9/7/57 for scrapping.
K.370	WINDRUSH	Robb (Leith)	G Plenty (Newbury)	18.11.42	18. 6.43	3.11.43	French Navy LE DECOUVERTE (1944), training hulk LUCIFER (1967); sold
K.371	WYE	-do-	Lobnitz (Renfrew)	18.11.42	16. 8.43	9. 2.44	Sold West of Scotland Shipbreaking .././55, arrived Troon 22/2/55 for scrapping.
Ordered 15/7/42							
K.392	NADDER	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	11. 3.43	15. 9.43	20. 1.44	RIN SHAMSHER (1944), RPN (name unchanged – 1948); scrapped 1960.
K.356	ODZANI	-do-	-do-	18.11.42	19. 5.43	2. 9.43	Sold J Cashmore .././57, arrived Newport ../6/57 for scrapping.
K.458	TEME	-do-	-do-	25. 5.43	11.11.43	16. 3.44	Torpedoed German submarine U.246 off Falmouth & written-off as constructive total loss, sold E Rees 8/12/45, arrived Llanelli .././46 for scrapping.
Ordered 24/7/42							
K....	NAVER	Robb (Leith)	.....	.....	.....	.....	Cancelled .././43.
Ordered 10/8/42							
K.97	AVON	Hill (Bristol)	Bellis & Morcom (Birmingham)	8. 1.43	19. 6.43	18. 9.43	Portuguese Navy NUNO TRISTAO (1949); sold 12/1/70 & scrapped.
Ordered 9/9/42							
K.365	LOCHY	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	23. 2.43	30.10.43	8. 2.44	Sold West of Scotland Shipbreaking .././56, arrived Troon 29/6/56 for scrapping.
Ordered 11/9/42							
K.367	TAFF	Hill (Bristol)	Belling & Morcom (Birmingham)	14. 4.43	11. 9.43	7. 1.44	Sold J Cashmore .././57, arrived Newport ../6/57 for scrapping.
Ordered 2/10/42							
K.526	AWE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	27. 5.43	28.12.43	21. 1.44	Portuguese Navy DIOGO GOMES (1949); sold 20/4/69 & scrapped.
K.417	HALLADALE	Inglis (Pointhouse)	Parsons (Wallsend)	25. 6.43	28. 1.44	11. 5.44	Mercantile (name unchanged – 1949), <i>Norden</i> (1961), <i>Turist Expressen</i> (1962); sold
Ordered 10/12/42							
K.424	CAMPASPE	Cockatoo (Sydney)	.....	.....	.....	.....	RAN; cancelled 4/4/44.
K.55	NAOMI	-do-	.....	.....	.....	.....	RAN; cancelled 4/4/44.

K.86	WIMMERA	Morts Dock (Sydney)	.....	.....	.....	.....	RAN; cancelled 4/4/44.
K.98	WOLLONDILLY	-do-	.....	.....	.....	.....	RAN; cancelled 4/4/44.
Ordered 11/12/42							
J.467	BALMAIN	Morts Dock (Sydney)	.....	.....	.....	.....	RAN; cancelled 4/4/44.
J.468	NEPEAN	-do-	.....	.....	.....	.....	RAN; cancelled 4/4/44.
K.66	WILLIAMS-TOWN	Melbourne Harbour Trust (Williamstown)	.....	.....	.....	.....	RAN; cancelled 4/4/44.
Ordered 23/12/42							
K.09	BOGAN	NSW State Dockyard (Newcastle)	.....	17. 1.44	.....	.....	RAN; cancelled 4/4/44 & scrapped on slip.
K.698	CONDAMINE	-do-	.....	30.10.43	4.11.44	22. 2.46	RAN; sold Japanese shipbreaker .././61, left Sydney in tow for Japan 28/12/61 for scrapping.
Ordered 26/12/42							
K.404	ANNAN (ii)	Hall Russell (Aberdeen)	Thornycroft (Woolston)	10. 6.43	29.12.43	29. 6.44	RCN (1944/45), RDN NIELS EBBESEN (1945); sold
K.441	MONNOW	Hill (Bristol)	Bellis & Morcom (Birmingham)	28. 6.43	4.12.43	11. 5.44	RCN (1944/45), RDN HOLGER DANSKE (1945); scrapped 1959.
Ordered ../1-2/43							
K....	ALEXANDRIA	 (Montreal)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.677	ALVINGTON (i)	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	17. 1.44	15. 4.44	25. 8.44	RCN ROYALMOUNT (ii) (1944); sold American shipbreaker 18/11/47, arrived New York .././48 for scrapping.
K....	ALVINGTON (ii)	 (Montreal)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.661	ANTIGONISH	Yarrow (Esquimalt)	Dominion Engineering (Montreal)	2.10.43	10. 2.44	4. 7.44	RCN; scrapped Japan 1968.
K.662	BEAUHARNOIS (i)	Davie Shipbuilding (Lauzon)	Canadian Vickers (Montreal)	20. 7.43	22. 6.44	13. 9.44	RCN PRESTONIAN (1944), RNN TROLL (1956), depot ship HORTEN (1965); scrapped 1972.
K.409	CAPILANO	Yarrow (Esquimalt)	.....	18.11.43	8. 4.44	25. 8.44	RCN, mercantile <i>Irving Francis M</i> (1947); broke tow & wrecked Cuban coast .././53.
K.664	CARLPLACE	Davie Shipbuilding (Lauzon)	.....	30.11.43	6. 7.44	13.12.44	RCN, Dominican Navy PRESIDENTE TRUJILLO (1946), MELLA (1962); sold
K.410	COATICOOK	-do-	Canadian Vickers (Montreal)	14. 6.43	25.11.43	25. 7.44	RCN; expended as breakwater Powell River .././49, salvaged 1961 & scuttled off Cape Race 14/12/61 en route Victoria for scrapping.
K....	FORT ERIE (i)	 (Quebec)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	FOSTER	Davie Shipbuilding (Lauzon)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.402	GIFFARD (i)	-do-	Canadian Vickers (Montreal)	10. 5.43	18. 9.43	6. 5.44	RCN TORONTO (ii) (K.538 - 1943), RNN GARM (1956), depot ship VALKYRIEN (1964); scrapped 1977.
K.666	HALLOWELL (ii)	Canadian Vickers (Montreal)	-do-	22.11.43	28. 3.44	8. 8.44	RCN, mercantile <i>Sharon</i> (1949), Israeli Navy MISNAK (1952), Sri Lankan Navy GAJABAHU (1959); scrapped 1978.
K....	HARDROCK	-do-	-do-	.....	.....	.....	RCN; cancelled ../12/43.
K....	HENRYVILLE	-do-	-do-	.....	.....	.....	RCN; cancelled ../12/43.
K.667	INCH ARRAN	Davie Shipbuilding (Lauzon)	Canadian Pacific Railway (Montreal) & J Inglis (Toronto)	25.10.43	6. 6.44	18.11.44	RCN; conversion to museum ship abandoned & scrapped 1970.
K....	LE HAVRE	 (Montreal)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.519	LASALLE	Davie Shipbuilding (Lauzon)	Canadian Vickers (Montreal)	4. 6.43	12.11.43	29. 6.44	RCN; expended as breakwater Kelsey Bay .././48.
K....	LINGABAR	-do-	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.344	MEGANTIC (i)	-do-	Canadian Pacific Railway (Montreal)	20. 7.43	8. 7.44	26. 9.44	RCN SEA CLIFF (ii) (1944), Chilean Navy CAVADONGA (1946); scrapped 1968.
K....	MEGANTIC (ii)	.....	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	MERRITTONIA (ii)	G T Davie (Lauzon)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	NORTHUMBERLAND	Yarrow (Esquimalt)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	PESAQUID	-do-	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	PLESSIVILLE	G T Davie (Lauzon)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.675	POUNDMAKER	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	29. 1.44	21. 4.44	17. 9.44	RCN, Peruvian Navy TENIENTE FERRE (1947), FERRE (1953); scrapped .././66.
K....	RANNEY FALLS	G T Davie (Lauzon)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	ROUYN (ii)	-do-	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.685	ROYALMOUNT (i)	Davie Shipbuilding (Lauzon)	Canadian Pacific Railway (Montreal)	11.10.43	28. 8.44	2.11.44	RCN BUCKINGHAM (1944); sold Italian shipbreaker ../4/66, arrived La Spezia .././66 for scrapping.
K....	ST AGATHE	-do-	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	ST EDOUARD	-do-	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.680	ST PIERRE	-do-	Canadian Vickers (Montreal)	30. 6.43	1.12.43	22. 8.44	RCN; Peruvian Navy TENIENTE PALACIOS (1947), PALACIOS (1953); scrapped .././66.

K....	ST ROMAULD	G T Davie (Lauzon)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.454	ST STEPHEN	Yarrow (Esquimalt)	Dominion Bridge (Montreal)	5.10.43	6. 2.44	28. 7.44	RCN, mercantile (name unchanged – 1947); sold 1968.
K.366	STE THÉRÈSE	Davie Shipbuilding	Canadian Pacific Railway (Montreal) & Canadian Vickers (Montreal)	18. 5.43	16.10.43	28. 5.44	RCN; scrapped Japan .././67.
K....	SHIPTON	-do-	.....	.....	.....	.....	RCN; cancelled ../12/43.
K.531	STONE TOWN	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	17.11.43	28. 3.44	27. 7.44	RCN GLENGARRY (1944), STONE TOWN (1944), mercantile (name unchanged – 1950); scrapped .././68.
K.682	STRATHADAM	Yarrow (Esquimalt)	Dominion Bridge (Montreal)	6.12.43	20. 3.44	29. 9.44	RCN, sold 1947 & mercantile conversion abandoned, Israeli Navy MISGAV (1950); scrapped .././59.
K....	SUSSEXVALE (i)	G T Davie (Lauzon)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	TISDALE	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	.....	.....	.....	RCN; cancelled ../12/43.
K.683	VALDORIAN	Davie Shipbuilding (Lauzon)	Canadian Pacific Railway (Montreal) & J Inglis (Toronto)	15.11.43	12. 7.44	29.11.44	RCN SUSSEXVALE (ii) (1944); scrapped Japan 1967.
K.684	VICTORIAVILLE	G T Davie (Lauzon)	Canadian Pacific Railway (Montreal)	26.11.43	23. 6.44	11.11.44	RCN, GRANBY (1966); scrapped 1974.
K....	WESTBURY	Davie Shipbuilding (Lauzon)	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	WESTVILLE	-do-	.....	.....	.....	.....	RCN; cancelled ../12/43.
K....	WULASTOCK	Yarrow (Esquimalt)	.....	.....	.....	.....	RCN; cancelled ../12/43.

“Kil-” class: KILBIRNIE, KILBRIDE, KILCHATTAN, KILCHRENAN, KILDARY, KILDWICK, KILHAM, KILHAMPTON, KILKENZIE, KILMALCOLM, KILMARNOCK, KILMARTIN, KILMELFORD, KILMINGTON, KILMORE.

These American coastal escorts were adapted from the hull of the “Admirable” class minesweeper, and approximated—but were smaller than—the “Flower” class corvettes. The design originated from a British proposal in late 1940 for 150 steel patrol craft. However, during 1941 United Sates Navy patrol craft orders had to be curtailed until 1944 owing to other pressing demands for the lightweight diesel engines installed in them; and consequently the British order was indefinitely deferred (see *Note 8*).

Early in 1941 design work was started on an austere 180ft minesweeper. This was offered to, and rejected by, the Royal Navy; but its patrol variant was accepted, and 60 were ordered. Finally, only 15 were delivered during 1943, by which time the demand for coastal escorts had considerably diminished.

For their size they were sturdy and well-armed vessels, with a better AA armament than the corvettes. On the fo’c’sle was a 3in AA gun and an A/S spigot mortar (Hedgehog), abreast of the bridge were two 20mm AA (2×1) guns; and there were 40mm AA guns at the break of the fo’c’sle deck, and on the quarterdeck, together with four A/S mortars and two racks for depth charges. Type SF SW and type SA AW RDF were fitted on the bridge and at the masthead respectively; and there was also a director on the bridge for the 3in gun. The absence of a conventional funnel—only a pipe mast was provided for the diesel engines—gave these vessels a distinctive profile.

- Displacement:** 640 tons (905 tons full load).
- Dimensions:** 176½ (pp)/184¼ (oa) × 33 × 14d/9½ (11½ full load) feet.
- Machinery:** Two shafts, General Motors 12cyl (bore 8½in × 10in stroke) diesel engines BHP 1,500 = 16 knots.
- Bunkers & radius:** O.F.260 tons, 5,600nm @ 9k.
- Armament:** One 3in AA, two 40mm AA (2×1), two 20mm AA (2×1) guns; twenty-four A/S (1×24) spigot mortars.
- Complement:** 96.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 10/5/42							
5.01	KILBIRNIE ex-BEC.1, ex-PCE.827	Pullman Standard Car (Chicago)	General Motors (Cleveland)	14.10.42	2. 5.43	14. 7.43	Returned USN 10/12/46, mercantile <i>Haugesund</i> (1947), <i>Lauro Express</i> (1973); sold
5.02	KILBRIDE ex-BEC.2, ex-PCE.828	-do-	General Motors (La Grange)	17.11.42	18. 5.43	31. 7.43	Returned USN 10/12/46, mercantile <i>Jylland</i> (1946); sold
5.03	KILCHATTAN ex-BEC.3, ex-PCE.829	-do-	-do-	7. 12.42	27. 5.43	16. 8.43	Returned USN 10/12/46, mercantile <i>Stavanger</i> (1947), <i>Kong Sverre</i> (1973); sold
5.04	KILCHRENAN ex- BEC.4, ex-PCE.830	-do-	-do-	24.12.42	13. 6.43	31. 8.43	Returned USN 10/12/46, mercantile <i>Sunnhordland</i> (1947), <i>Christina Brahe</i> (1974); sold
5.05	KILDARY ex-BEC.5, ex-PCE.831	-do-	General Motors (Cleveland)	16. 1.43	26. 6.43	14. 9.43	Returned USN 10/12/46, mercantile <i>Rio Vouga</i> (1952), <i>Rio Star</i> (1977), <i>Exportador</i> (1979); scrapped .././80.
5.06	KILDWICK ex-BEC.6, ex-PCE.832	-do-	General Motors (La Grange)	5. 2.43	10. 7.43	27. 9.43	Returned USN 10/12/46, mercantile <i>Sunnfjord II</i> (1947); lost cause unknown en route Bergen/Grimstad 19/10/83.
5.07	KILHAM ex-BEC.7, ex-PCE.833	-do-	-do-	26. 2.43	2. 8.43	9.10.43	Returned USN 10/12/46, mercantile <i>Sognefjord</i> (1947); sold
5.08	KILKENZIE ex-BEC.8, ex-PCE.834	-do-	-do-	12. 3.43	19. 8.43	20.10.43	Returned USN 10/12/46, mercantile <i>Nadodd</i> (1947), <i>Governor Wright</i> (1952), <i>Sweet Sail</i> (1967); scrapped .././78.

5.09	KILHAMPTON ex-BEC.9, ex- PCE.835	-do-	General Motors (Detroit)	30. 3.43	3. 9.43	30.10.43	Returned USN 10/12/46, mercantile <i>Georgios F</i> (1948); scrapped Greece 1970.
5.10	KILMALCOLM ex-BEC.10, ex- PCE.836	-do-	General Motors (Cleveland)	12. 4.43	17. 9.43	6.11.43	Returned USN 10/12/46, mercantile <i>Rio Agueda</i> (1952); sold
5.11	KILMARNOCK ex-BEC.11, ex- PCE.837	-do-	-do-	23. 4.43	1.10.43	13.11.43	Returned USN 10/12/46, mercantile <i>Arion</i> (1949); wrecked Moroccan coast 5/1/51.
5.12	KILMARTIN ex-BEC.12, ex- PCE.838	-do-	General Motors (Detroit)	4. 5.43	13.10.43	20.11.43	Returned USN 10/12/46, mercantile (name unchanged – 1947), <i>Marigoula</i> (1957); scrapped Greece 1970.
5.13	KILMELFORD ex-BEC.13, ex- PCE.839	-do-	-do-	13. 5.43	23.10.43	8.12.43	Returned USN 10/12/46, mercantile <i>Aghios Spyridon</i> (1949), <i>Saint Matthew</i> (1971); sold
5.14	KILMINGTON ex-BEC.14, ex- PCE.840	-do-	-do-	24. 5.43	2.11.43	11.12.43	Returned USN 10/12/46, mercantile (name unchanged – 1949), <i>Athinai</i> (1951), <i>Trias</i> (1955), <i>Agios Gerassimos</i> (1960); sold
5.15	KILMORE ex-BEC.15, ex- PCE.841	-do-	General Motors (Cleveland)	3. 6.43	9.11.43	24.12.43	Returned USN 10/12/46, mercantile <i>Despina</i> (1947), <i>Evangelistria</i> (1969); sold

“Colony” class: ANGUILLA, ANTIGUA, ASCENSION, BAHAMAS, BARBADOS, CAICOS, CAYMAN, DOMINICA, LABUAN, MONTSERRAT, NYASALAND, PAPUA, PERIM, PITCAIRN, ST HELENA, SARAWAK, SEYCHELLES, SOMALILAND, TOBAGO, TORTOLA, ZANZIBAR.

One of the emergency measures taken by the United States Navy to strengthen its escort forces when once at war was to order 100 frigates (see *Note 8*) based on the British “River” class. As the design had been cast with mercantile practice in mind, so enabling orders to be placed with commercial yards not normally associated with naval construction, the work was undertaken by the Maritime Administration on behalf of the United States Navy. Except that the American-built units—the “Tacoma” class—were 2¾ft longer, had 1 ft more beam, and were of all-welded construction, with a weight saving of about 50 tons, they were otherwise closely similar to their British counterparts, even adopting reciprocating machinery.

The frigates, however, were not particularly favoured by the United States Navy, probably because the destroyer escort programme was so quickly implemented. As the latter were built as rapidly as the frigates there was a natural preference for the faster destroyer escort with its naval refinements.

Below: The *Caicos* was fitted with GW.277 RDF aft to serve as a fighter direction ship, carried American SW and AW.RDF at the head of the foremast, and had a vertical mast aft for the HF/DF aerial. (IWM)

Out of the total order 21 frigates were transferred to the Royal Navy under Lease/Lend as part compensation for the destroyer escorts retained by the United States Navy (see *Note 9*), four were cancelled, and the remaining 75 were manned by the United States Coast Guard; but in 1945 a further 28 were transferred to the Soviet Navy.

They were armed with three 3in AA guns, with the additional gun on the fo’c’sle and forward of the A/S spigot mortar (Hedgehog); four 40mm AA (2×2) guns, and their directors fitted with RDF, at the break of the long fo’c’sle deck; six 20mm AA (6×1) guns, four abreast the bridge, and two on the quarterdeck; and four A/S mortars and two racks for depth charges on the aft deck. A pole foremast carried type SA AW and type SL SW/IFF.242 RDF at its head.

It was contemplated converting the entire class to fighter direction ships for Pacific operations; and this entailed shipping GW.277 RDF on a deckhouse forward of the aft 3in gun, with a fighter direction office added at the foot of the foremast, and additional VHF communications for aircraft. While work is believed to have been started on four units—the *Ascension*, *Caicos*, *Cayman*, and *Dominica*—only the *Caicos* was apparently completed; and

Note 8: Like the corvettes, these vessels were initially placed in the gunboat category by the United States Navy, and were numbered PG.111/210; but when the frigate category was introduced they were re-numbered PF.3/102. Ten earlier units built in Canada had been numbered PG.101/110; and the first two were later re-numbered as PF.1/2, while the remaining eight were transferred to the Royal Navy under Lease/Lend, and were given “River” names.

Note 9: Finally, 94 vessels were ordered from Charleston Navy Yard (PCE.827–876), Pullman Standard Car (PCE.877–890), and Albina Engineering & Machinery Works (PCE.891–920); and the remaining 56 were suspended in September 1942.



she was employed off the east coast of England to detect V.1 flying bombs launched from sites in the Netherlands, and to vector fighter aircraft to the intercept area.

Displacement: 1,509 tons (2,238 tons full load).

Dimensions: 285½ (pp)/304 (oa) × 37½ × 17½d/9 (13¼ full load) feet.

Machinery: Two water-tube boilers (...lb/in²), two shafts, reciprocating (VTE

cyl 18½in:31in:38½in (2) × 30in stroke) IHP 5,500 = 20 knots.

Bunkers & radius: O.F. 768 tons, 7,300/6,400/5,270/3,000nm @ 11/14/16¼/19k.

Armament: Three 3in AA (3×1), four 40mm AA (2×2), six 20mm AA (6×1) guns, twenty-four A/S (1×24) mortars.

Complement: 120.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 10/6/43							
K.500	ANGUILLA ex-Hallowell, ex-PF.72	Walsh-Kaiser (Providence)	.....	31.12.42	14. 7.43	21.10.43	Returned USN 31/5/46; sold Pro-Industry Products (New York) 8/5/47 for re-sale & scrapping.
K.501	ANTIGUA ex-Hammond, ex-PF.73	-do-	.....	3. 4.43	26. 7.43	4.11.43	Returned USN 31/5/46; sold Sun Shipbuilding ../../47, arrived Chester ../../47 for scrapping.
K.502	ASCENSION ex-Hargood, ex-PF.74	-do-	.....	30. 4.43	6. 8.43	8.11.43	Returned USN 31/5/46; sold Hudson Valley Shipwrecking 16/10/47, arrived Newburg ../../47 for scrapping.
K.503	BAHAMAS ex-Hotham, ex-PF.75	-do-	.....	7. 4.43	17. 8.43	20.11.43	Returned USN 11/6/46; sold J J Duane ../../47, arrived Quincy ../12/47 for scrapping.
K.504	BARBADOS ex-Halsted, ex-PF.76	-do-	.....	10. 5.43	27. 8.43	30.11.43	Returned USN 13/4/46; sold Sun Shipbuilding 30/10/47, arrived Chester ../../47 for scrapping.
K.505	CAICOS ex-Hannam, ex-PF.77	-do-	.....	8. 4.43	6. 9.43	8.12.43	Returned USN 12/12/45, Argentinian Navy SANTISSIMA TRINIDAD (1947), COMODORO AUGUSTO LASERRE (1963); scrapped ../../70.
K.506	CAYMAN ex-Harland, ex-PF.78	-do-	.....	15. 7.43	22. 8.43	16.12.43	Returned USN 23/4/46; sold United Dock ../7/47, arrived New York ../../47 for scrapping.
K.507	DOMINICA ex-Harnam, ex-PF.79	-do-	.....	28. 7.43	14. 9.43	23.12.43	Returned USN 23/4/46; sold Sun Shipbuilding 27/3/47, arrived Chester ../3/47 for scrapping.
K.584	GOLD COAST ex-Harvey, ex-PF.80	-do-	.....	24. 7.43	21. 9.43	11. 1.44	LABUAN (1943); returned USN 2/5/46; sold Heggie Iron & Metal 9/7/46, arrived Dorchester ../7/46 for scrapping.
K.585	HONG KONG ex-Holmes, ex-PF.81	-do-	Kopper-Bartlett Hayward (Baltimore)	9. 3.43	27. 9.43	15. 1.44	TOBAGO (1943), returned USN 13/5/46, sold 1950 & mercantile conversion abandoned; expended as blockship Suez Canal 1/11/56, salvaged & scrapped Bitter Lakes ../../56.
K.586	MONTSERRAT ex-Hornby, ex-PF.82	-do-	.....	9. 1.43	27. 9.43	11. 1.44	Returned USN 11/6/46; sold J J Duane 30/11/47, arrived Quincy ../11/47 for scrapping.
K.587	NYASALAND ex-Hoste, ex-PF.83	-do-	.....	9. 3.43	6.10.43	19. 1.44	Returned USN 13/4/46; sold Sun Shipbuilding 10/11/47, arrived Chester ../11/47 for scrapping.
K.588	PAPUA ex-Howett, ex-PF.84	-do-	Beloit Iron Works	25. 8.43	10.10.43	23. 1.44	Returned USN 13/5/46, sold 1950 & mercantile conversion abandoned; expended blockship Suez Canal 1/11/56, salvaged & scrapped Bitter Lakes ../../56.
K.589	PITCAIRN ex-Pilford, ex-PF.85	-do-	.....	17. 8.43	15.10.43	6. 7.44	Returned USN 11/6/46; sold J J Duane (Quincy) 8/11/47 for re-sale & scrapping.
K.590	ST HELENA ex-Pasley, ex-PF.86	-do-	.....	22. 9.43	20.10.43	2. 2.44	Returned USN 23/4/46; sold Sun Shipbuilding 1/7/47, arrived Chester 28/10/47 for scrapping.
K.591	SARAWAK ex-Patton, ex-PF.87	-do-	.....	29. 9.43	25.10.43	7. 2.44	Returned USN 31/5/46; sold Sun Shipbuilding ../../47, arrived Chester ../../47 for scrapping.
K.592	SEYCHELLES ex-Peard, ex-PF.88	-do-	.....	29. 9.43	30.10.43	12. 2.44	Returned USN 11/6/46; sold Sun Shipbuilding ../../47, arrived Chester ../../47 for scrapping.
K.593	SIERRA LEONE ex-Phillimore, ex-PF.89	-do-	.....	7.10.43	5.11.43	17. 2.44	PERIM (1943); returned USN 22/5/46; sold Sun Shipbuilding ../../47, arrived Chester ../../47 for scrapping.
K.594	SOMALILAND ex-Popham, ex-PF.90	-do-	.....	11.10.43	11.11.43	22. 2.44	Returned USN 31/5/46; scrapped USA ../../47.
K.595	TORTOLA ex-Peyton, ex-PF.91	-do-	.....	16.10.43	16.11.43	15. 5.44	Returned USN 22/5/46; sold Washburn Wire 17/1/47, arrived Philadelphia 10/9/47 for scrapping.
K.596	ZANZIBAR ex-Prowse, ex-PF.92	-do-	.....	20.10.43	21.11.43	21. 6.44	Returned USN 31/5/46; sold USA 17/6/47 & scrapped.

“Loch” class: *GOOD HOPE, LOCH ACHANALT, LOCH ACHRAY, LOCH AFFRIC, LOCH ALVIE, *LOCH ARKAIG, LOCH AWE, LOCH BADCALL, LOCH CAROY, LOCH CLUNIE, *LOCH CRAGGIE, LOCH CRERAN, LOCH DOINE, LOCH DUNVEGAN, LOCH EARN, *LOCH ECK, LOCH ENOCH, LOCH ERICHT, LOCH ERISORT, LOCH EYE, LOCH EYNORT, LOCH FADA, LOCH FYNE, LOCH GARVE, LOCH GLASHAN, *LOCH GLENDHU, LOCH GOIL, LOCH GORM, LOCH GRIAM, LOCH HARPORT (ii), LOCH HARRAY, LOCH HOURNE, LOCH INCHARD, LOCH INSH, LOCH KATRINE, LOCH KEN, LOCH KILLIN, LOCH KILLISPORT, LOCH KIRBISTER, LOCH KIRKAIG, LOCH KISHORN, LOCH KNOCKIE, LOCH LARO, LOCH LINFERN, LOCH LINNHE, LOCH LOMOND, LOCH LURGAIN, LOCH LYON, LOCH MABERRY, LOCH MINNICK, LOCH MORE, LOCH MORLICH, LOCH NELL, LOCH ODAIRN, LOCH OSSIAN, LOCH QUOICH, LOCH RUTHVEN, LOCH RYAN, LOCH SCAVAIG, LOCH SCRIDAIN, LOCH SEAFORTH (i), LOCH SHEALLAG, LOCH SHIEL, LOCH SHIN, LOCH SKAIG, LOCH SKERROW, LOCH STEMSTER, LOCH STENNES, LOCH STRIVEN, LOCH SUNART, LOCH SWIN, LOCH TANNA, LOCH TARBERT, LOCH TILT, *LOCH TRALAIG, LOCH TUMMEL, LOCH URIGILL, LOCH VANAVIE, LOCH VENNACHER, LOCH VEYATIE, LOCH WATTEN, *NATAL, *TRANSVAAL. (depot ships) †DERBY HAVEN, †WOODBIDGE HAVEN.

This innovative design represented the Royal Navy’s total experience after nearly three years of war for a North Atlantic anti-submarine vessel. At that time the overriding priority was to make good a numerical deficiency, so in order to speed production prefabricated construction was adopted, with the sections either welded or riveted together, depending on the builder’s facilities. The hull was based on the “River” class, with increased sheer and flare, but wherever possible curved sections were replaced by straight-line to facilitate construction.

Contributing to the success of the design were two major technical developments: the Squid A/S mortar, and type 277 SW.RDF with its associated magnetron transmitter. The Squid completely supplanted the Hedgehog spigot mortar; and while the latter’s projectiles only fired on impact, the former’s were activated at a pre-set depth as in the depth charge. Such was the confidence in this new weapon that depth charge stowage—which had risen to 200 in the “River” class—was curtailed to two mortars and one rack for 15 charges, which resulted in a bare-looking after deck.

Both ahead throwing weapons had been developed to counter the instant echo phase of the Asdic set as it closed its target, which meant that for the final run-in on a submarine target neither range or bearing was available, and depth charges could not be dropped until the A/S vessel had overrun its target. Hence, at the crucial stage of the attack the A/S vessel was virtually blind as to its target’s location. As the Hedgehog’s projectile ranged-out to 200yd ahead, the submarine could be engaged before the Asdic transmitted signal merged with its returning echo as the range closed. This controlled

phase of the attack was further improved by the Squid’s missile, which could range-out to 600yd.

Unlike the “River” class the A/S weapons were now regarded as the main armament. The two 3-barrelled Squid mortars were mounted on the forward shelter deck, from where they could be worked in all weather conditions with a direct supply of reloads; and replaced the 4in gun, which was mounted on a bandstand on the fo’c’sle deck: a reversal of the “River” class layout. The aft 4in gun was replaced by a multiple 2pdr AA mounting; and while there was provision to mount twelve 20mm AA (2×2/8×1) guns, normally only two single guns were mounted in the bridge wings, and two twin mountings at the break of the fo’c’sle deck. Some units had two single 40mm AA guns in place of the twin 20mm mountings.

Owing to the increased weight of the SW.277 RDF aerial a lattice foremast was needed to carry it at the masthead, but some units had to make do with SW.271/272 until it was available; while IFF.242/251M/253 completed the RDF fit. For search and attack Asdic type 144 was fitted, together with its type 147B depth finding attachment.

Despite the refinement of armament and sensors the hull standard remained basically mercantile, and only reciprocating machinery was available for main propulsion. As with the “River” class, two units—the *Loch Arkaig* and *Loch Tralaig*—were fitted with turbines to establish the feasibility of the installation, but there was no possibility that it could be provided for any numerically large class.

Another two vessels—the *Loch Assynt* and *Loch Torridon*—were completed as depot ships for coastal forces; with additional superstructure forward of the bridge, and aft of the break of the fo’c’sle deck, and were rigged with a pole foremast. They were armed with a twin 4in AA mounting at the fore end of the shelter deck, and six single 20mm AA guns in the bridge wings, at the break of the fo’c’sle deck, and aft. These vessels became available because of the 1944 cut-backs, but were unsuitable for the support role as they lacked internal volume.

By the time the class entered service the Atlantic battle had been won, and they were thus denied the opportunity to show their worth. The end of European hostilities in 1945, coupled to the fact that there was only a limited demand for A/S vessels in the Pacific, resulted in large-scale cancellations when the war suddenly ended later in the year.

Displacement: 1,435 tons (2,260 tons full load) except † 1,652 tons (2,407 tons full load).

Dimensions: 286 (pp)/307¼ (oa) × 38½ × 17½d/8¾ (13¼ full load) except † 9¾ (14¼ full load) feet.

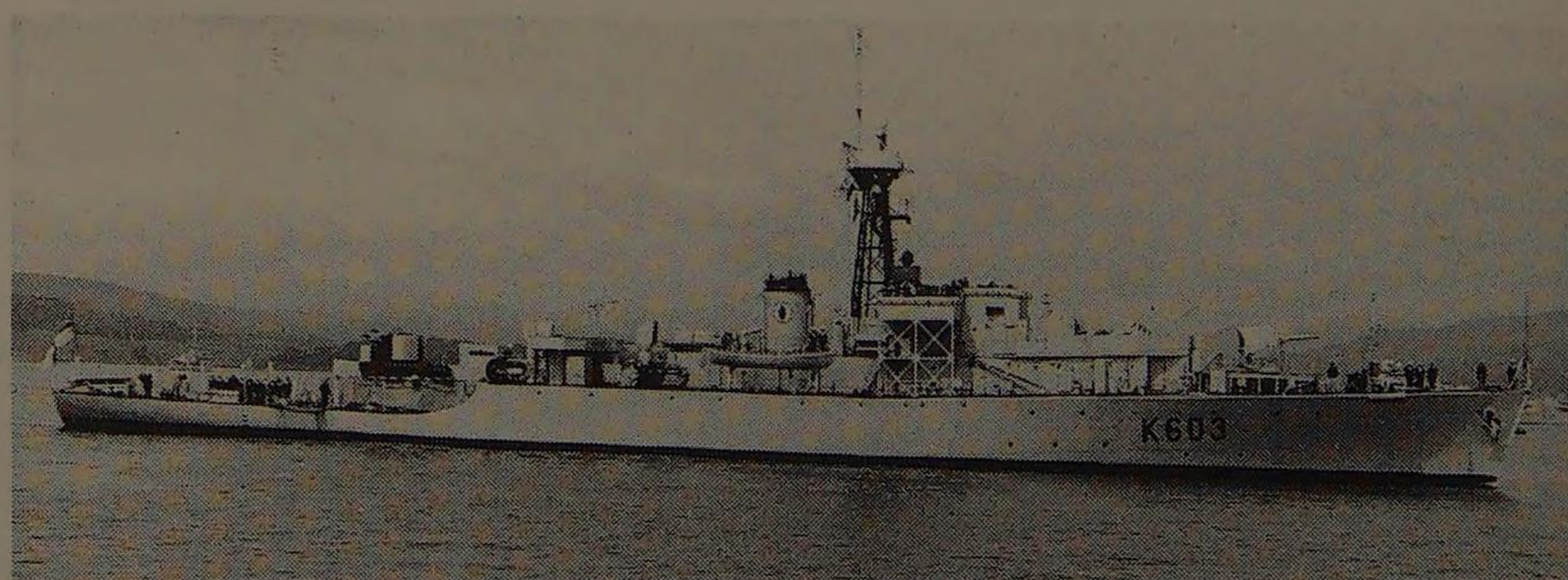
Machinery: Two Admiralty 3-drum boilers (225lb/in²), two shafts, reciprocating (VTE cyl 18½in:31in:38½in (2) × 30in stroke) IHP 5,500 = 20 knots except * Parsons SR geared turbines SHP 6,500 = 20½ knots.

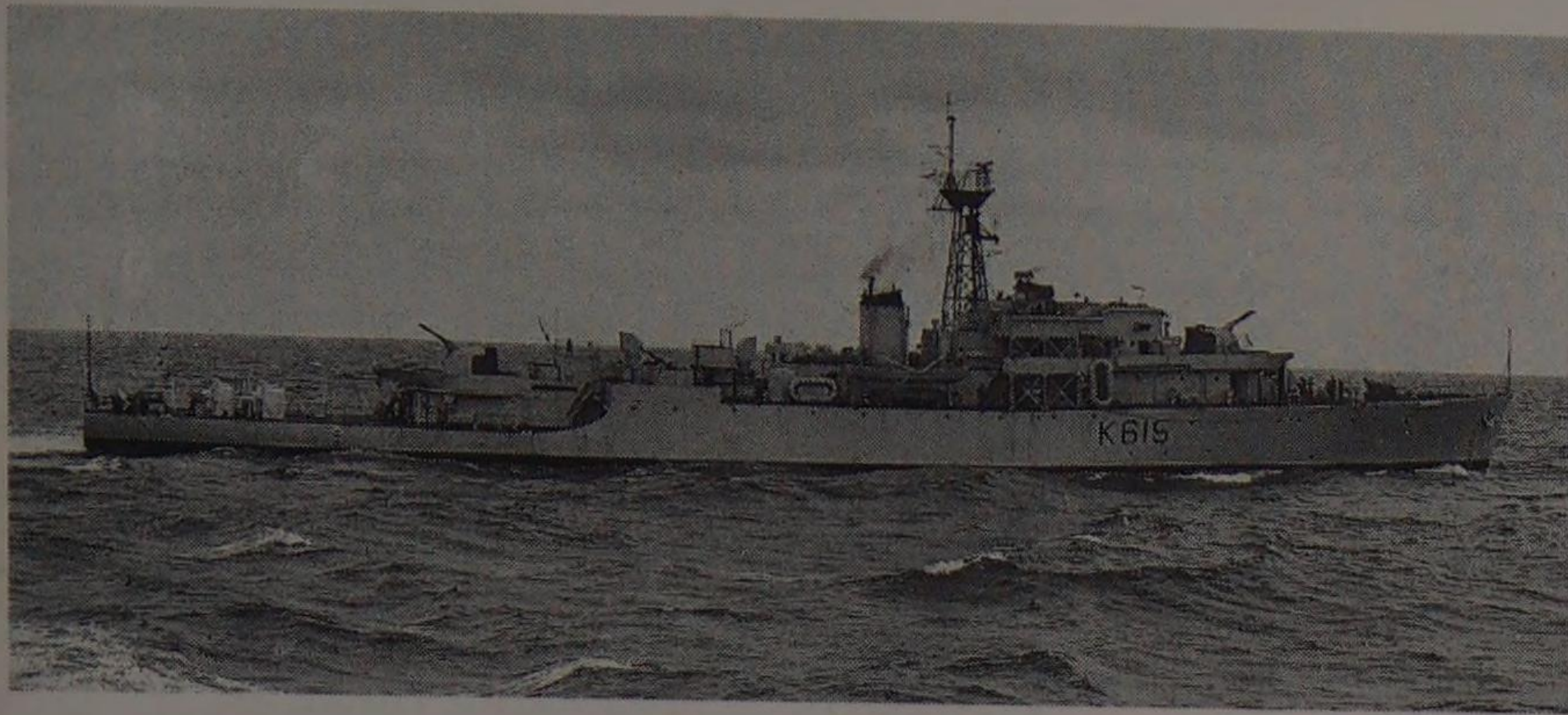
Bunkers & radius: O.F. 730 tons, 9,500/7,000nm @ 12/15k.

Armament: One 4in, four 2pdr AA (1×4), twelve 20mm AA (2×2/8×1) except * two 40mm AA (2×1), eight 20mm AA (8×1) guns, six 12in A/S (2×3) mortars except † two 4in AA (1×2), six 20mm AA (6×1) guns.

Complement: 114 except † 120.

Below left: : The ungainly straight-line sheer to facilitate prefabricated construction is plainly evident in this view of the *Loch Killin*, and SW.272 RDF was temporarily fitted at the masthead until SW.276 was available. (IWM)
Below right: Post-war view of the *Loch Arkaig*—also powered by steam turbine machinery—unaltered except for the removal of light AA guns to store. (P. A. Vicary)





“Bay” class: BIGBURY BAY, BURGHEAD BAY, CARDIGAN BAY, CARNARVON BAY, CAWSAND BAY, DUNDRUM BAY, ENARD BAY, HOLLESLEY BAY, LARGO BAY, MORECAMBE BAY, MOUNTS BAY, PADSTOW BAY, PORLOCK BAY, ST AUSTELL BAY, ST BRIDES BAY, START BAY, TREMADOC BAY, VERYAN BAY, WHITESAND BAY, WIDEMOUTH BAY, WIGTOWN BAY. (despatch vessels) *ALERT, *SURPRISE. (surveying vessels) †COOK, †DALRYMPLE, †DAMPIER, †OWEN.

In 1944 it was plainly evident that escort vessels intended for Pacific service had to adapt from the primary A/S to the AA role in order to counter the heavy air attacks to which all naval forces in that area were exposed. It was decided to convert 26 “Loch” class to AA vessels, which became known as the “Bay” class. While retaining the same hull, machinery, bridge, and lattice mast as the “Loch” class, the design incorporated twin 4in AA mountings forward and aft controlled by an HA.DCT on the bridge, twin 40mm AA mountings on each side at the break of the fo’c’sle deck controlled by its own HA.DCT, and twin 20mm AA mountings in the bridge wings. The reduced A/S capability comprised a Hedgehog spigot mortar forward on the fo’c’sle deck, but four mortars and two racks for 50 depth charges were provided on the aft deck; and there was no question that the gun was the main armament of this class.

As twin 4in AA mountings—particularly those with remote power control (see *Note 10*)—and HA.DCTs were in short supply they were taken out of laid-up “V”/“W” class WAIR conversions, from “Hunt” class escort destroyers laid-up as constructive total losses, etc. The situation was eased a little when the “Bay” class was cut back to 19 units; and of the remaining seven units two were completed as despatch vessels, four as unarmed surveying vessels, and one—the *Hollesley Bay*—was cancelled. They were fitted with SW.276 at the masthead, AW.291 at the topmast head, AR.285 on the HA.DCT, and IFF.244 RDF on the lattice mast; with a short pole mast aft for the HF/DF. The twin 20mm mountings abreast the bridge were later

Above: Post-war views of the *Widemouth Bay* (left) and the *St Brides Bay* (right) little altered except that the twin 20mm AA mountings on the bridge wings were replaced by single 40mm AA guns. They were both fitted with SW.276 at the head of the lattice foremast, AW.291 at the head of the pole topmast, and AR.285 on the HA.DCT. (P. A. Vicary)

replaced by 40mm AA guns, and two more 40mm AA guns were added amidships on raised platforms.

The two despatch vessels omitted the twin 40mm AA mountings amidships, and the twin 4in AA mounting aft; the fo’c’sle deck was extended to the stern, and the after superstructure was also extended well aft to provide flag accommodation; and a tall mainmast was stepped. Their category was an injudicious attempt to obscure their true roles as yachts for the C-in-Cs Mediterranean and China stations. This indicated the muddled thinking at the Admiralty, which assumed they could return to the specious pre-war days as if nothing had happened in between.

On the other hand the design was well-suited to the surveying vessel conversions, where their relatively large, seaworthy hulls were an asset for their detached service. The forward shelter deck was shortened, the lattice foremast retained, abaft the funnel they stowed two surveying boats on each side under luffing davits, and they mounted four 3pdr saluting guns.

Displacement: 1,580 tons (2,420 tons full load) except † 1,640 tons (2,330 tons full load).

Dimensions: 286 (pp)/307¼ (oa) × 38½ × 17½d/9½ (14 full load) feet.

Machinery: Two Admiralty 3-drum boilers (225lb/in²), two shafts, reciprocating (VTE cyl 18½in:31in:38½in (2) × 30in stroke) IHP 5,500 = 20 knots.

Bunkers & radius: O.F. 724 tons, 9,500/7,000nm @ 12/15k except † 580 tons, 10,000nm @ 10k.

Armament: Four 4in AA (2×2), four 40mm AA (2×2), four 20mm AA (2×2) guns, twenty-four A/S (1×24) mortars except * two 4in AA (1×2), two 40mm AA (2×1) guns.

Complement: 157 except * 160 and † 133.

Note 10: Remote power controlled gun mountings automatically followed the director for elevation and training.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 24/7/42							
K.424	LOCHACHA-NALT ex-Naver	H Robb (Leith)	Hall Russell (Aberdeen)	14. 9.43	23. 3.44	11. 8.44	RNZN PUKAKI (1948); scrapped Hong Kong ../1/66.
Ordered 28/12/42							
K.432	LOCHBOIS-DALE	Blyth Dry Dock	Whites Marine Engineering (Hebburn)	8.11.43	5. 7.44	1.12.44	SAN GOOD HOPE (1944); sold
Ordered 19/1/43							
K.606	LOCHCARLOWAY	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	30. 5.44	16.11.44	10. 7.45	BIGBURY BAY (1944), Portuguese Navy PACHECO PEREIRA (1959).
K.425	LOCHDUNVEGAN	C Hill (Bristol)	Fletcher (.....)	29. 9.43	25. 3.44	30. 6.44	Sold T W Ward .././60, arrived Briton Ferry 25/8/60 for scrapping.
Ordered 25/1/43							
K.426	LOCHACHRAY	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	13.12.43	7. 7.44	1. 2.45	RNZN KANIERE (1948); sold Hong Kong Rolling Mills .././67, arrived Hong Kong ../2/67 for scrapping.
K.435	LOCHBRACADALE	-do-	-do-	27. 5.44	31.10.44	4. 1.46	ENARD BAY (1944); sold Shipbreaking Industries .././57, arrived Faslane 15/11/57 for scrapping.

K.346	LOCH CARRON	-do-	-do-	21. 4.44	14. 3.45	9. 9.46	GERRANS BAY (1944), SURPRISE (1945); sold P & W MacLellan .././65, arrived Bo'ness 29/6/65 for scrapping.
K.422	LOCK ECK	-do-	-do-	25.10.43	25. 4.44	7.11.44	RNZN HAWEA (1948); sold ../9/65 & scrapped Hong Kong.
K.611	LOCH EIL	-do-	-do-	7. 8.44	15. 5.45	6. 6.48	HERNE BAY (1944), completed Chatham Dockyard surveying vessel DAMPIER (1947).
K.390	LOCH FADA	J Brown (Clydebank)	J Brown (Clydebank)	8. 6.43	14.12.43	10. 4.44	Sold .././68.
K.423	LOCH FOIN	W Pickersgill (Sunderland)	G Clark (Sunderland)	8. 2.44	3.10.44	26. 1.46	LARGO BAY (1944); sold T W Ward .././58, arrived Inverkeithing 11/7/58 for scrapping.
K.427	LOCH GLASS	-do-	-do-	29. 4.44	12. 4.45	10. 2.49	LUCE BAY (1944), completed Devonport Dockyard surveying vessel DALRYMPLE (1947), Portuguese Navy ALFONSO DE ALBUQUERQUE (1966).
K.624	LOCH HEILEN	W Pickersgill (Sunderland)	G Clark (Sunderland)	30. 4.44	1.11.44	22. 2.49	MORECAMBE BAY (1944), completed White (Cowes), Portuguese Navy DOM FRANCISCO DE ALMEIDA (1961).
K.433	LOCH INSH	H Robb (Leith)	Whites Marine Engineering (Hebburn)	17.11.43	10. 5.44	20.10.44	RMN HANG TUAH (1964).
K.625	LOCH KATRINE	-do-	G Plenty (Newbury)	31.12.43	21. 8.44	29.12.44	RNZN ROTOITI (1949); sold Hong Kong Rolling Mills .././67, arrived Hong Kong ../2/67 for scrapping.
K.627	LOCH KIL-BERNIE	W Pickersgill (Sunderland)	G Clark (Sunderland)	23.10.44	8. 6.45	11. 8.49	MOUNTS BAY (1944), completed Thornycroft (Woolston), Portuguese Navy VASCO DA GAMA (1961).
K.630	LOCH LAXFORD	H Robb (Leith)	Whites Marine Engineering (Hebburn)	14. 4.44	28.12.44	25. 6.45	CARDIGAN BAY (1944); sold West of Scotland Shipbreaking .././62, arrived Troon 5/3/62 for scrapping.
K.636	LOCH MADDY	-do-	-do-	8. 6.44	15. 3.45	20. 9.45	CARNARVON BAY (1944); sold Italian shipbreaker .././59, arrived La Spezia 28/8/59 for scrapping.
K.638	LOCH MOCH-RUM	W Pickersgill (Sunderland)	G Clark (Sunderland)	30.11.44	1. 9.45	20. 7.50	PEGWELL BAY (1944), completed Devonport Dockyard surveying vessel COOK (1947).
K.434	LOCH QUOICH	Blyth Dry Dock	Whites Marine Engineering (Hebburn)	3.12.43	2. 9.44	11. 1.45	Sold Clayton & Davie .././57, arrived Dunston 13/11/57 for scrapping.
K.645	LOCH RUTHVEN	C Hill (Bristol)	Bellis & Morcom (Birmingham)	4. 1.44	3. 6.44	8.10.44	Sold Davis & Cann ../11/66, arrived Plymouth .././66 for scrapping.
K.647	LOCH SCAMADALE	Blyth Dry Dock	Whites Marine Engineering (Hebburn)	28. 7.44	10. 7.45	24.10.46	DUNDRUM BAY (1944), despatch vessel ALERT (1945); scrapped Inverkeithing ../11/71.
K.648	LOCH SCAVAIG	C Hill (Bristol)	Bellis & Morcom (Birmingham)	31. 3.44	9. 9.44	22.12.44	Sold Italian shipbreaker .././59, arrived Genoa 5/9/59 for scrapping.
K.431	LOCH TARBERT	Ailsa (Troon)	Ailsa (Troon)	30.11.43	19.10.44	22. 2.45	Sold Italian shipbreaker .././59, arrived Genoa 18/9/59 for scrapping.
K.658	LOCH VEYATIE	-do-	-do-	30. 3.44	8.10.45	13. 7.46	Sold Arnott Young .././65, arrived Dalmuir 12/8/65 for scrapping.
K.601	LOCH AFFRIC	-do-	.....	.....	.....	.....	Cancelled .././45.
K.607	LOCH CLUNIE	-do-	.....	.....	.....	.....	Cancelled .././45.
K.612	LOCH ERICHT	-do-	.....	.....	.....	.....	Cancelled .././45.
K.614	LOCH FANNICH	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	27.11.44	.....	.....	HOLLESLEY BAY (1944); cancelled .././45 & scrapped on slip.
K.617	LOCH GARVE	Hall Russell (Aberdeen)	.....	.....	.....	.....	Cancelled .././45.
K.618	LOCH GLASHAN	Smiths Dock (Middlesbrough)	.....	.....	.....	.....	Cancelled .././45.
K.623	LOCH HARRAY	-do-	.....	.....	.....	.....	Cancelled .././45.
K.626	LOCH KEN	-do-	.....	.....	.....	.....	Cancelled .././45.
K.631	LOCH LINFERN	-do-	.....	.....	.....	.....	Cancelled .././45.
K.632	LOCH LINNHE	W Pickersgill (Sunderland)	.....	.....	.....	.....	Cancelled .././45.
K.637	LOCH MINNICK	Smiths Dock (Middlesbrough)	.....	.....	.....	.....	Cancelled .././45.
K.641	LOCH NELL	H Robb (Leith)	.....	.....	.....	.....	Cancelled .././45.
K.642	LOCH ODAIRN	-do-	.....	.....	.....	.....	Cancelled .././45.
K.643	LOCH OSSIAN	Smiths Dock (Middlesbrough)	.....	.....	.....	.....	Cancelled .././45.
K.644	LOCH ROAN	Blyth Dry Dock	Whites Marine Engineering (Hebburn)	24. 4.44	26. 2.45	13.11.45	CAWSAND BAY (1944), completed Hughes Bolckow (Blyth); sold Italian shipbreaker .././59, arrived Genoa 5/9/59 for scrapping.
K.646	LOCH RYAN	W Pickersgill (Sunderland)	.....	.....	.....	.....	Cancelled .././45.
K.649	LOCH SCRIDAIN	-do-	.....	.....	.....	.....	Cancelled .././45.
K.652	LOCH TANNA	Blyth Dry Dock	.....	.....	.....	.....	Cancelled .././45.
K.653	LOCH TILT	W Pickersgill (Sunderland)	.....	.....	.....	.....	Cancelled .././45.
K.656	LOCH URIGILL	Blyth Dry Dock	.....	.....	.....	.....	Cancelled .././45.
K.657	LOCH VENN-ACHER	-do-	.....	.....	.....	.....	Cancelled .././45.

K.659	LOCH WATTEN	-do-	.....	.....	.....	.....	Cancelled .././45.
Ordered 2/2/43							
K.428	LOCH ALVIE	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	31. 8.43	14. 4.44	21. 8.44	Sold Singapore 1965 & scrapped.
K.603	LOCH ARKAIG	Caledon (Dundee)	British Thomson- Houston (Rugby)	1.11.44	7. 6.45	17.11.45	Sold J J King .././59, arrived Gateshead 28/1/60 for scrapping.
K.....	LOCH COUL- SIDE (i)	Barclay Curle (Whiteinch)	.....	.....	.....	.....	Cancelled .././45.
K.609	LOCH CRAGGIE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	28.12.43	23. 5.44	23.10.44	Completed J Brown (Clydebank); sold Dantos Leal 8/7/63, arrived Lisboa 25/10/63 for scrapping.
K.613	LOCH ERISORT	Barclay Curle (Whiteinch)	.....	.....	.....	.....	Cancelled .././45.
K.429	LOCH FYNE	Burntisland Ship- building	D Rowan (Glasgow)	8.12.43	24. 5.44	9.11.44	Sold J Cashmore .././70, arrived Newport 6/8/70 for scrapping.
K.619	LOCH GLENDHU	-do-	-do-	29. 5.44	18.10.44	23. 2.45	Sold Clayton & Davie .././57, arrived Dunston 14/11/57 for scrapping.
K.620	LOCH GORM	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	28.12.43	8. 6.44	18.12.44	Mercantile <i>Orion</i> (1961); scrapped Yugoslavia .././66.
K.628	LOCH KILLIS- PORT	-do-	-do-	28.12.43	6. 7.44	9. 7.45	Scrapped Blyth ../3/70.
K.437	LOCH LOMOND	Caledon (Dundee)	Duncan Stewart (.....)	7.12.43	19. 6.44	16.11.44	Sold Shipbreaking Industries .././68, arrived Faslane 7/10/68 for scrapping.
K.634	LOCH LYDDOCH	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	30. 5.44	8.11.44	29. 5.45	ST AUSTELL BAY (1944); sold Shipbreaking Industries .././59, arrived Rosyth 4/7/59 for scrapping.
K.639	LOCH MORE	Caledon (Dundee)	Aitchison Blair (Clydebank)	16. 3.44	3.10.44	24. 2.45	Sold T W Ward .././63. arrived Inverkeithing 27/8/63 for scrapping.
K.....	LOCH SEAFORTH (i)	-do-	.....	.....	.....	.....	Cancelled .././45.
K.655	LOCH TRALAIG	-do-	British Thomson- Houston (Rugby)	26. 6.44	12. 2.45	4. 7.45	Sold P & W MacLellan .././63, arrived Bo'ness 24/8/63 for scrapping.
Ordered 13/2/43							
K.438	LOCH ASSYNT	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	11. 2.44	14.12.44	2. 8.45	Depot ship DERBY HAVEN (1944), IIN BABR (1949).
K.430	LOCH CREE	-do-	-do-	18.10.43	19. 6.44	8. 3.45	SAN NATAL (1944), surveying vessel (1957).
K.621	LOCH GRIAM	-do-	.....	.....	.....	.....	Cancelled .././45.
K.629	LOCH KIRBISTER	-do-	.....	.....	.....	.....	Cancelled .././45.
K.635	LOCH LYON	-do-	.....	.....	.....	.....	Cancelled .././45.
K.517	LOCH MORLICH	-do-	Wallsend Slipway	15. 7.43	20. 1.44	2. 8.44	RNZN TUTIRA (1949); sold 15/12/61 & scrapped.
K.421	LOCH SHIN	-do-	-do-	6. 9.43	23. 2.44	10.10.44	RNZN TAUPU (1948); sold 15/12/61 & scrapped.
K.654	LOCH TORRIDON	-do-	-do-	2. 5.44	13. 1.45	19.10.45	Depot ship WOODBRIDGE HAVEN (1945); sold Hughes Bolckow .././65, arrived Blyth ../8/65 for scrapping.
Ordered 6/3/43							
K.391	LOCH KILLIN	Burntisland Ship- building	D Rowan (Glasgow)	22. 6.43	29.11.43	12. 4.44	Sold J Cashmore .././60, arrived Newport 24/8/60 for scrapping.
Ordered 2/5/43							
K.600	LOCH ACHILITY	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	30. 5.44	16. 1.45	15. 6.45	ST BRIDES BAY (1944); sold British shipbreaker .././62, arrived Faslane 3/9/62 for scrapping.
K.602	LOCH ARD	-do-	-do-	20. 1.44	2. 8.44	21. 5.45	SAN TRANSVAAL (1944); sold .././...
K.604	LOCH ARKLET	-do-	-do-	31. 8.44	15. 2.45	6. 9.45	START BAY (1944); sold J Cashmore .././58, arrived Newport ../7/58 for scrapping.
K.605	LOCH ARNISH	-do-	-do-	31. 8.44	29. 3.45	11.10.45	TREMADOC BAY (1944); sold Italian shipbreaker .././59, arrived Genoa 18/9/59 for scrapping.
K.....	LOCH AWE	-do-	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH BADCALL	W Pickersgill (Sun- derland)	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH CAROY	-do-	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH CRERAN	Smiths Dock (Middlesbrough)	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH DOINE	-do-	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH EARN	C Hill (Bristol)	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH GOIL	Harland & Wolff (Belfast)	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH HARPORT (i)	Hall Russell (Aber- deen)	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH HOURNE	Harland & Wolff (Belfast)	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH KIRKAIG	-do-	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH KISHORN	H Robb (Leith)	.....	.....	.....	.....	Cancelled .././45.
K.....	LOCH KNOCKIE	W Pickersgill (Sun- derland)	.....	.....	.....	.....	Cancelled .././45.

K.640	LOCH MUICK (i)	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	30. 9.44	19.10.45	23. 9.49	THURSO BAY (1944), completed Chatham Dockyard surveying vessel OWEN (1949); sold Hughes Bolckow ..../70, arrived Blyth 15/7/70 for scrapping.
K.....	LOCH SKAIG	Smiths Dock (Middlesbrough)	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH SKERROW	C Hill (Bristol)	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH STENNES	Smiths Dock (Middlesbrough)	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH SWANNAY	C Hill (Bristol)	G Clark (Sunderland)	8. 6.44	11.11.44	13. 5.45	VERYAN BAY (1944); sold Shipbreaking Industries ..../59, arrived Charlestown 1/7/59 for scrapping
K.....	LOCH ENOCH	Harland & Wolff (Belfast)	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH EYE	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH EYNORT	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.615	LOCH FRISA	-do-	Harland & Wolff (Belfast)	26. 4.44	19.10.44	13. 4.45	WIDEMOUTH BAY (1944); sold Hughes Bolckow ..../57, arrived Blyth 23/11/57 for scrapping.
K.616	LOCH GARAS-DALE	-do-	-do-	24.10.44	26. 4.45	19. 1.46	WIGTOWN BAY (1944); sold Shipbreaking Industries ..../59, arrived Faslane ..../4/59 for scrapping.
K.....	LOCH INCHARD	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH LARO	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.633	LOCH LUBNAIG	-do-	Harland & Wolff (Belfast)	8. 8.44	16.12.44	30. 7.45	WHITESAND BAY (1944); sold Shipbreaking Industries ..../56, arrived Charlestown 13/2/56 for scrapping.
K.....	LOCH LURGAIN	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH RONALD	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH SHEALLAG	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH SHIEL	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH STEMSTER	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH STRIVEN	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH SUNART	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH SWIN	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH TUMMELL	-do-	.....	.....	.....	.....	Cancelled ..../45.
K.....	LOCH VANAVIE	-do-	.....	.....	.....	.....	Cancelled ..../45.
Ordered 10/7/43							
K.....	LOCH MABERRY	Hall Russell (Aberdeen)	.....	.....	.....	.....	Cancelled ..../45.
Ordered 27/12/43							
K.622	LOCH HARPORT (ii)	C Hill (Bristol)	Robey (.....)	21. 9.44	3. 3.45	20. 9.45	BURGHEAD BAY (1944), Portuguese Navy ALVARES CABRAL (1959).
K.650	LOCH MUICK (ii)	-do-	-do-	22.11.44	14. 6.45	8. 3.46	LOCH SEAFORTH (ii) (1944), PORLOCK BAY (1944), Finnish Navy MATTI KURKI (1962); sold/...
Ordered 19/1/44							
K.608	LOCH COULSIDE (ii)	H Robb (Leith)	Barclay Curle (Whiteinch)	25. 9.44	24. 8.45	11. 3.46	PADSTOW BAY (1944); sold Italian shipbreaker ..../59, arrived La Spezia 11/8/59 for scrapping.

“Castle” class: (RN group) ALLINGTON CASTLE, ALNWICK CASTLE, ALTON CASTLE, AMBERLEY CASTLE, APPLEBY CASTLE, AYDON CASTLE, BAMBOROUGH CASTLE, BARNWELL CASTLE, BEESTON CASTLE, BERE CASTLE, BERKELEY CASTLE, BODIAM CASTLE, BOLTON CASTLE, BOWES CASTLE, BRAMBER CASTLE, BRIDGNORTH CASTLE, BROUGH CASTLE, CAISTOR CASTLE, CALDECOT CASTLE, CALSHOT CASTLE, CANTERBURY CASTLE, CAREW CASTLE, CARISBROOKE CASTLE, CHEPSTOW CASTLE, CHESTER CASTLE, CHRISTCHURCH CASTLE, CLARE CASTLE, CLAVERING CASTLE, CLITHEROE CASTLE, CLUN CASTLE, COLCHESTER CASTLE, CORFE CASTLE, CORNET CASTLE, COWES CASTLE, COWLING CASTLE, CRICCIETH CASTLE, CROMER CASTLE, DENBIGH CASTLE, DEVIZES CASTLE, DHYFE CASTLE, DOVER CASTLE, DUDLEY CASTLE, DUMBAR-TON CASTLE, DUNSTER CASTLE, EGREMONT CASTLE, FARNHAM CASTLE, FLINT CASTLE, FOTHERINGAY CASTLE, GUILDFORD CASTLE, HADLEIGH CASTLE, HEDINGHAM CASTLE, HELMSLEY CASTLE, HURST CASTLE, KENILWORTH

CASTLE, KNARESBOROUGH CASTLE, LANCASTER CASTLE, LAUNCESTON CASTLE, LEEDS CASTLE, MALLING CASTLE, MALMESBURY CASTLE, MON-MOUTH CASTLE, MORPETH CASTLE, NORWICH CASTLE, OAKHAM CASTLE, OSWESTRY CASTLE, OXFORD CASTLE, PENDENNIS CASTLE, PEVENSEY CASTLE, PORTCHESTER CASTLE, RABY CASTLE, RHUDDLAN CASTLE, RUSHEN CASTLE, SHREWS-BURY CASTLE, THORNBURY CASTLE, TINTAGEL CASTLE, TONBRIDGE CASTLE, TREMATON CASTLE, TUTBURY CASTLE, WARKWORTH CASTLE, WIGMORE CASTLE. (RCN group) ARNPRIOR, BOWMANVILLE, COPPERCLIFF, HESPELER, HUMBERSTONE, HUNTSVILLE, KINCARDINE, LEASIDE, ORANGEVILLE, PETROLIA, ST THOMAS, TILLSONBURG. (mercantile group) EMPIRE COMFORT, EMPIRE LIFEGUARD, EMPIRE PEACEMAKER, EMPIRE REST, EMPIRE SHELTER.

In the same manner that “Flower” class corvettes continued to be built after the introduction of “River” class frigates by yards unable to accommodate the larger frigate hull, so this class also kept the smaller shipyards employed that could not build the “Loch” class frigates. The “Castle” class was a completely new design, some 50ft longer than the “Flower” class vessels, and

well able to withstand the severe conditions experienced in the North Atlantic.

In their hard service the "Flower" class had undergone numerous alterations and additions so that now hardly any two looked alike; and the principal aim had been to keep as many at sea as possible, so that refits—when due—were kept short, which limited the modifications that could be effected. Their upperworks were a mess, as time seldom permitted a planned approach for the work to be undertaken; and in numerous instances the refitting shipyards were left to their own devices for the work they were to carry out. A significant advantage in drafting a new design was that weights could be better apportioned forward and aft, and armament and sensors were located where they could be most effectively operated.

With the same equipment that was being installed in the "Loch" class available a most effective small A/S vessel was evolved. The hull had a long fo'c'sle deck, which was extended well aft, and had straight line sheer forward and aft. A naval type bridge—as in the frigates—was adopted, and abaft it a lattice foremast was stepped to take SW.277 RDF when it became available. In the interim, most units had to make do with SW.272, IFF.242 on a lower projecting spur, and HF/DF at the topmast head. A shelter deck forward of the bridge, and a funnel casing aft of it, provided the extra volume and ease of access needed below deck.

A single Squid 3-barrelled A/S mortar was mounted on the shelter deck, and forward of it—on a bandstand on the fo'c'sle deck—was a 4in gun. In each bridge wing there was a single 20mm AA gun; while aft, at the break of the fo'c'sle deck, there were raised platforms on each side for a twin 20mm AA mounting, and there was also provision to ship four extra 20mm AA guns if required. On the aft deck there were two mortars and one rack for 15 depth charges, which served as a back-up to the A/S mortar.

However, only a single reciprocating engine could be installed, which was slightly uprated for a speed of 16½ knots, that was barely sufficient to counter the threat posed by the German type XXI high speed submarine. In appearance they were well-proportioned vessels that sat attractively on the water; and were regarded by many as the optimum A/S vessel for their size.

Five of the class were converted to convoy rescue ships, and were mercantile manned and operated. For rescue purposes they carried naval boats on each side at the aft end of the fo'c'sle deck as their mercantile lifeboats were useless for this purpose; quarters were available for accommodating survivors, and a medical team was invariably carried. They were armed as merchant ships with a 12pdr gun aft, and five 20mm AA (5×1) guns disposed forward and amidships.

It was intended to close the modified "Flower" class production and to build this class in Canada, but events overtook forward planning. By the end of 1943 it was clearly evident that the North Atlantic battle had swung decisively in favour of the Allied navies, and that escort vessel construction could be cut back. As a result all the "Castle" class ordered in Canada were cancelled before any work had started on them. However, 12 were transferred to the Royal Canadian Navy as part of a shipbuilding arrangement with the Royal Navy; which—together with three "Loch" class also transferred—enabled them to obtain operational experience with the Squid A/S mortar.

Displacement: 1,010 tons (1,510 tons full load).

Dimensions: 225 (pp)/252 (oa) × 36¾ × 17¾d/10 (14 full load) feet.

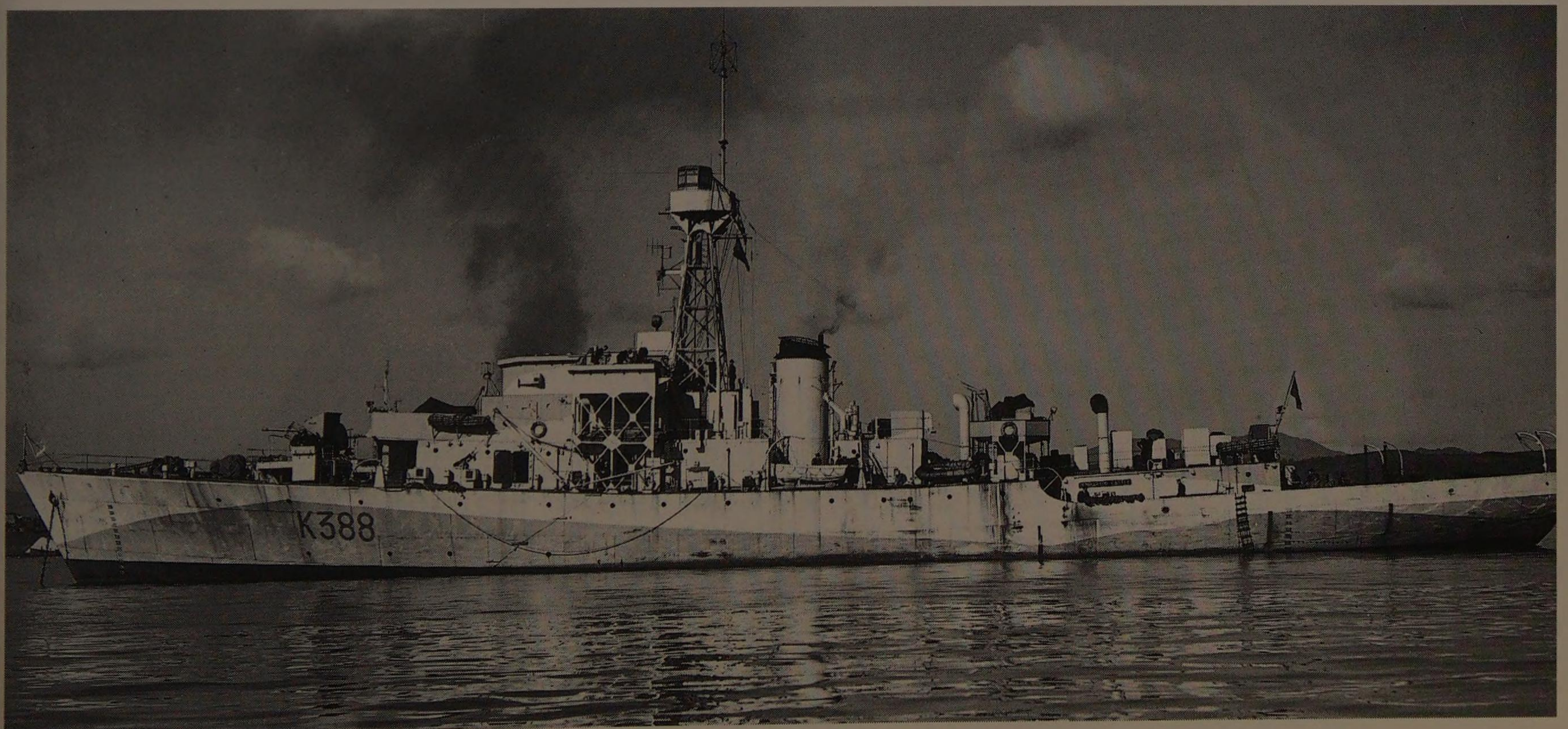
Machinery: Two Admiralty 3-drum boilers (225lb/in²), two shafts, reciprocating (VTE cyl 18½in:31in38½in (2) × 30in stroke) IHP 2,880 = 16½ knots.

Bunkers & radius: O.F. 480 tons, 6,500nm @ 15k.

Armament: One 4in, ten 20mm AA (2×2/6×1) guns, three 12in A/S (1×3) mortars.

Complement: 99.

Below: As the main A/S weapon was the 12in mortar on the forward shelter deck only two mortars and one rack were provided for depth charges on the quarterdeck of the *Tillsonburg* (upper) and the *Dumbarton Castle* (lower); and until SW.277 RDF was available they were temporarily fitted with SW.272 at the head of the lattice mast, with HF/DF at the head of the pole topmast. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 9/12/42							
K.689	ALLINGTON CASTLE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	22. 7.43	29. 2.44	19. 6.44	Sold T Young .././58, arrived Sunderland 20/12/58 for scrapping.
Ordered 19/12/92							
K.412	BAMBOROUGH CASTLE	Lewis (Aberdeen)	Lewis (Aberdeen)	1. 7.43	11. 1.44	30. 5.44	Sold E Rees .././59, arrived Llanelli 22/5/59 for scrapping.
K.379	CAISTER CASTLE	-do-	-do-	26. 8.43	22. 5.44	29. 9.44	Sold Arnott Young .././56, arrived Dalmuir ../3/56 for scrapping.
K.696	DENBIGH CASTLE	-do-	-do-	30. 9.43	5. 8.44	30.12.44	Mined off Kola Inlet 13/2/45, beached Vaenga & written-off as constructive total loss.
K.413	FARNHAM CASTLE	Crown (Sunderland)	G Clark (Sunderland)	25. 6.43	25. 4.44	31. 1.45	Sold C W Dorkin .././60, arrived Gateshead 31/10/64 for scrapping.
K.529	GOREY CASTLE	-do-	-do-	2.11.43	30.10.44	12. 5.45	HEDINGHAM CASTLE (ii) (1943); sold G W Brunton .././58, arrived Grangemouth ../4/58 for scrapping.
K.355	HADLEIGH CASTLE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	4. 4.43	21. 6.43	18. 9.43	Sold C W Dorkin .././58, arrived Gateshead ../1/59 for scrapping.
K.420	KENILWORTH CASTLE	-do-	-do-	7. 5.43	17. 8.43	22.11.43	Sold E Rees .././59, arrived Llanelli 20/6/59 for scrapping.
K.691	LANCASTER CASTLE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	10. 9.43	14. 4.44	15. 9.44	Sold J J King .././60, arrived Gateshead 6/9/60 for scrapping.
K.443	MAIDEN CASTLE	-do-	-do-	43	8. 6.44	11.44	Completed mercantile <i>Empire Lifeguard</i> (1944); sold Jos de Smedt .././55, arrived Bruges 22/7/55 for scrapping.
K.530	OAKHAM CASTLE	Inglis (Pointhouse)	Harland & Wolff (Govan) & Robey (Lincoln)	30.11.43	20. 7.44	10.12.44	Mercantile <i>Weather Reporter</i> (1957); sold Tees Marine .././77, arrived Middlesbrough ../11/77 for scrapping.
K.450	PEMBROKE CASTLE	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	3. 6.43	12. 2.44	29. 6.44	RCN TILLSONBURG (ii) (K.496 – 1943), mercantile <i>Ta Ting</i> (1946), <i>Chiu Chin</i> (1947), Chinese Navy (Nationalist) KAO AN (1952); sold .././...
K.695	RAYLEIGH CASTLE	-do-	-do-	43	19. 6.44	10.44	Completed mercantile <i>Empire Rest</i> (1944); sold T W Ward .././52, arrived Briton Ferry 5/6/52 for scrapping.
K.447	TOTNES CASTLE	Inglis (Pointhouse)	Harland & Wolff (Govan) & Fawcett (Preston)	30. 8.43	12. 4.44	6. 9.44	NORHAM CASTLE (1943), RCN HUMBERSTONE (ii) (K.497 – 1943), mercantile <i>Ta Wei</i> (1947), <i>Chang Cheng</i> (1947), <i>King Kang</i> (1949), <i>Tai Shan</i> (1950), <i>Flying Dragon</i> (1951), <i>San Blas</i> (1951), <i>South Ocean</i> (1954); scrapped Hong Kong ../9/59.
Ordered 19/1/43							
K.405	ALNWICK CASTLE	G Brown (Greenock)	J Kincaid (Greenock)	12. 6.43	23. 5.44	11.11.44	Sold J J King .././58, arrived Gateshead ../12/58 for scrapping.
K.694	BARNARD CASTLE	-do-	-do-	43	5.10.44	45	Completed mercantile <i>Empire Shelter</i> (1945); sold ca1952.
K.....	CALDECOT CASTLE	-do-	.....	.....	.....	.....	Cancelled ../12/43.
K.....	DOVER CASTLE	Inglis (Pointhouse)	.....	.....	.....	.....	Cancelled ../12/43.
K.....	DUDLEY CASTLE	-do-	.....	.....	.....	.....	Cancelled ../12/43.
K.383	FLINT CASTLE	Robb (Leith)	G Plenty (Newbury)	20. 4.43	1. 9.43	31.12.43	Sold Shipbreaking Industries .././58, arrived Faslane 10/7/58 for scrapping.
K.378	GUILDFORD CASTLE	-do-	Walker (Wigan)	25. 5.43	13.11.43	11. 3.43	RCN HESPELER (ii) (K.489 – 1943), mercantile <i>Chilcotin</i> (1946), <i>Stella Maris</i> (1948); sold
K.396	HEDINGHAM CASTLE (i)	-do-	G Plenty (Newbury)	23. 7.43	26. 1.44	10. 5.44	RCN ORANGEVILLE (ii) (K.491 – 1943), mercantile <i>Ta Tung</i> (1947), <i>Hsi Ling</i> (1947), <i>Shin Ling</i> (1947), Chinese Navy (Nationalist) TE AN (1951); sold
K.389	KNARES-BOROUGH CASTLE	Blyth Dry Dock	Whites Marine Engineering (Hebburn)	22. 4.43	28. 9.43	5. 4.44	Sold Smith & Houston .././56, arrived Port Glasgow 16/3/56 for scrapping.
K.397	LAUNCESTON CASTLE	-do-	-do-	27. 5.43	27.11.43	20. 6.44	Sold J A White .././59, arrived St Davids-on-Forth 3/8/59 for scrapping.
K.373	SANDGATE CASTLE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	23. 6.43	28.12.43	18. 5.44	RCN ST THOMAS (ii) (K.488 – 1943), mercantile <i>Camosun</i> (1946), <i>Chilcotin</i> (1958), <i>Yukon Star</i> (1958); sold
K.393	TAMWORTH CASTLE	-do-	-do-	25. 8.43	26. 1.44	3. 7.44	RCN KINCARDINE (ii) (K.490), mercantile <i>Saada</i> (1946); sold
K.460	WALMER CASTLE	-do-	-do-	23. 9.43	10. 3.44	5. 9.44	RCN LEASIDE (ii) (K.492 – 1943), mercantile <i>Coquitlam</i> (1946), <i>Wilcox</i> (19..), <i>Glacier Queen</i> (1958); sold
K.537	YORK CASTLE	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	44	20. 9.44	 2.45	Completed mercantile <i>Empire Comfort</i> (1945); scrapped Belgium ../6/55.
Ordered 23/1/43							
K.....	BERE CASTLE	G Brown (Greenock)	.....	.....	.....	.....	Cancelled ../12/43.
K.....	CALSHOT CASTLE	-do-	.....	.....	.....	.....	Cancelled ../12/43.

K.521	HEVER CASTLE	Blyth Shipbuilding	Whites Marine Engineering (Hebburn)	29. 6.43	24. 2.44	15. 8.44	RCN COPPER CLIFF (ii) (K.495 – 1943), mercantile <i>Ta Lung</i> (1946), <i>Wan Lee</i> (1947), Chinese Navy (Communist) .....(1949); sold
K.384	LEEDS CASTLE	Pickersgill (Sunderland)	G Clark (Sunderland)	22. 4.43	12.10.43	15. 2.44	Sold T W Ward .././58, arrived Grays 5/6/58 for scrapping.
K.693	MORPETH CASTLE	-do-	-do-	23. 6.43	26.11.43	13. 7.44	Sold E Rees .././60, arrived Llanelli 9/8/60 for scrapping.
K.446	NUNNERY CASTLE	-do-	-do-	12. 8.43	26. 1.44	8.10.44	RCN BOWMANVILLE (ii) (K.493 – 1943), mercantile <i>Ta Shun</i> (1946), <i>Yuan Pei</i> (1947), Chinese Navy (Communist) KUANG CHOU (1949); sold
K.692	OXFORD CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	21. 6.43	11.12.43	10. 3.44	Sold T W Ward .././60, arrived Briton Ferry 6/9/60 for scrapping.
K.....	PEEL CASTLE	Lewis (Aberdeen)					MONMOUTH CASTLE (1943); cancelled ../12/43.
K.449	PEVENSEY CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	21. 6.43	11. 1.44	10. 6.44	Mercantile <i>Weather Monitor</i> (1959); sold
K....	RHUDDLAN CASTLE	Crown (Sunderland)	.....	.....	.....	.....	Cancelled ../12/43.
K.398	RISING CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	21. 6.43	8. 2.44	26. 6.44	RCN ARNPRIOR (ii) (K.494 – 1944), Uruguayan Navy MONTEVIDEO (1946); scrapped ca1975.
K.536	SCARBOROUGH CASTLE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	44	8. 9.44	 1.45	Completed mercantile <i>Empire Peacemaker</i> (1945); sold Jos de Smedt ../6/55, arrived Bruges .././55 for scrapping.
K.453	SHERBORNE CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	21. 6.43	24. 2.44	14. 7.44	RCN PETROLIA (ii) (K.498 – 1943), mercantile <i>Maid of Athens</i> (1946), <i>Bharatlaxmi</i> (1947); scrapped Bombay 1965.
K.....	THORNBURY CASTLE	Ferguson (Port Glasgow)	.....	.....	.....	.....	Cancelled ../12/43.
K.399	TINTAGEL CASTLE	Ailsa (Troon)	Ailsa (Troon)	29. 4.43	13.12.43	7. 4.44	Sold West of Scotland Shipbreaking .././58, arrived Troon ../6/58 for scrapping.
K.461	WOLVESEY CASTLE	-do-	-do-	1. 6.43	24. 2.44	15. 6.44	RCN HUNTSVILLE (ii) (K.499 – 1943), mercantile <i>Wellington Kent</i> (1947), <i>Belle Isle II</i> (1951); collision mercantile <i>Holmside</i> near Trois Rivières 19/8/60, burnt-out & grounded.
Ordered 2/2/43							
K.386	AMBERLEY CASTLE	Austin (Sunderland)	G Clark (Sunderland)	31. 5.43	27.11.43	24.11.44	Mercantile <i>Weather Adviser</i> (1960); sold
K.387	BERKELEY CASTLE	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	23. 4.43	19. 8.43	18.11.43	Sold T W Ward 26/9/55, arrived Grays 24/2/56.
K.388	CARISBROOKE CASTLE	Caledon (Dundee)	G Clark (Sunderland)	12. 3.43	31. 7.43	17.11.43	Sold Shipbreaking Industries .././58, arrived Faslane 14/6/8 for scrapping.
K.388	DUMBARTON CASTLE	-do-	H Hargreaves (.....)	6. 5.43	28. 9.43	25. 2.44	Sold J J King 16/11/60, arrived Gateshead ../3/61 for scrapping.
K.416	HURST CASTLE	-do-	Thornycroft (Woolston)	6. 8.43	23. 2.44	9. 6.44	Torpedoed German submarine U.482 off Tory Island 1/9/44.
Ordered 6/2/43							
K.362	PORTCHESTER CASTLE	Swan Hunter & Wigham Richardson (Wallsend)	Swan Hunter & Wigham Richardson (Wallsend)	17. 3.43	21. 6.43	8.11.43	Sold West of Scotland Shipbreaking .././58, arrived Troon 14/5/58 for scrapping.
K.372	RUSHEN CASTLE	-do-	-do-	8. 4.43	16. 7.43	24. 2.44	Mercantile <i>Weather Surveyor</i> (1960); sold
K.374	SHREWSBURY CASTLE	-do-	-do-	5. 5.43	16. 8.43	29. 4.44	RNN TUNSBURG CASTLE (1944); mined Kola Inlet 12/12/44.
Ordered 3/3/43							
K.....	APPLEBY CASTLE	Austin (Sunderland)	.....	.....	.....	.....	Cancelled ../12/43.
K.....	TONBRIDGE CASTLE	-do-	.....	.....	.....	.....	Cancelled ../12/43.
Ordered 15/3/43							
K.....	AYDON CASTLE	Kingston Shipbuilding	.....	.....	.....	.....	Cancelled ../12/43.
K.....	BARNWELL CASTLE	-do-	.....	.....	.....	.....	Cancelled ../12/43.
K.....	BEESTON CASTLE	-do-	.....	.....	.....	.....	Cancelled ../12/43.
K.....	BODIAM CASTLE	Collingwood Shipyards	.....	.....	.....	.....	Cancelled ../12/43.
K.....	BOLTON CASTLE	-do-	.....	.....	.....	.....	Cancelled ../12/43.
K.....	BOWES CASTLE	Kingston Shipbuilding	.....	.....	.....	.....	Cancelled ../12/43.

K.....	BRAMBER CASTLE	Collingwood Ship- yards	.....	.....	.....	Cancelled ./12/43.
K.....	BRIDGNORTH CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	BROUGH CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	CANTERBURY CASTLE	Midland Shipbuilding	.....	.....	.....	Cancelled ./12/43.
K.....	CAREW CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	CHEPSTOW CASTLE	Collingwood Ship- yards	.....	.....	.....	Cancelled ./12/43.
K.....	CHESTER CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	CHRISTCHURCH CASTLE	Midland Shipbuilding	.....	.....	.....	Cancelled ./12/43.
K.....	CLARE CASTLE	Collingwood Ship- yards	.....	.....	.....	Cancelled ./12/43.
K.....	CLAVERING CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	CLITHEROE CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	CLUN CASTLE	Midland Shipbuilding	.....	.....	.....	Cancelled ./12/43.
K.....	COLCHESTER CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.527	CORFE CASTLE	Collingwood Ship- yards	.....	.....	.....	Cancelled ./12/43.
K.528	CORNET CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	COWES CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	COWLING CASTLE	Midland Shipbuilding	.....	.....	.....	Cancelled ./12/43.
K.....	CRICCIETH CASTLE	Morton (Quebec)	.....	.....	.....	Cancelled ./12/43.
K.....	CROMER CASTLE	Midland Shipbuilding	.....	.....	.....	Cancelled ./12/43.
K.....	DEVIZES CASTLE	Kingston Shipbuild- ing	.....	.....	.....	Cancelled ./12/43.
K.....	DHYFE CASTLE	Collingwood Ship- yards	.....	.....	.....	Cancelled ./12/43.
K.....	DUNSTER CASTLE	Midland Shipbuilding	.....	.....	.....	Cancelled ./12/43.
K.....	EGREMONT CASTLE	Kingston Shipbuild- ing	.....	.....	.....	Cancelled ./12/43.
K.....	FOTHERINGAY CASTLE	Morton (Quebec)	.....	.....	.....	Cancelled ./12/43.
K.....	HELMSLEY CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	MALLING CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	MALMESBURY CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	RABY CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	TREMATON CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	TUTBURY CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
K.....	WIGMORE CASTLE	Midland Shipbuilding	.....	.....	.....	Cancelled ./12/43.
Ordered 4/5/43						
K.....	NORWICH CASTLE	G Brown (Greenock)	.....	.....	.....	Cancelled ./12/43.
K.....	OSWESTRY CASTLE	Crown (Sunderland)	.....	.....	.....	Cancelled ./12/43.
K.....	PENDENNIS CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.
Ordered 10/7/43						
K.....	ALTON CASTLE	Fleming & Ferguson (Paisley)	.....	.....	.....	Cancelled ./12/43.
K.....	WARKWORTH CASTLE	-do-	.....	.....	.....	Cancelled ./12/43.

Minelayers, Minesweepers and Auxiliary Patrol Craft

Fast Minelayers

Practically every vessel, either naval or mercantile, can be adapted for the laying of mines; and this initially resulted in an aversion to building specific naval minelayers in the parsimonious years “between the wars”. It was recognised that for laying in enemy waters speed was of greater importance than mine load, while the exact reverse was applicable in waters outside of enemy control. As a result of First World War experience the following naval minelayers were ordered up to 1939, viz:—

- (a) the cruiser minelayer *Adventure* in 1922;
- (b) the submarine minelayers of the “Porpoise” class (seven boats) from 1930;
- (c) the destroyer minelayers of the “E” (two units)/“G” (eight units)/“H” (eight units)/“I” (eight units) classes from 1931; and
- (d) the fast cruiser minelayers of the “Abdiel” class (four vessels) from 1938.

The outbreak of war resulted in the construction of two further fast cruiser minelayers, and the destroyers of the “O”/“P” classes (16 units) were—like their pre-war counterparts—built for rapid conversion to minelayers. A hazard of the offensive lay in enemy waters was that minelayers had to operate

in areas that were in all probability already mined. The naval rules of engagement, that stipulated that all enemy ships were to be engaged wherever they were encountered, were waived to the extent that minelayers could avoid action until they had completed their lay.

In addition to these many merchant ships were acquired, but for minelaying deep in enemy waters no vessel—surfaced or submerged—surpassed the minelaying aircraft of the Royal Air Force. Out of the grand total of over 250,000 mines laid by British forces during the war, about 22% of them were laid from the air, generally in areas otherwise inaccessible to naval vessels. Mine capacities of ships are expressed in the number of broad-gauge units that could be carried; but in ships capable also of carrying narrow-gauge units the extra number that could be carried was roughly in the proportion of 1·2:1.

Below: Pre-war view of the *Adventure* showing bulge protection at the waterline, diesel engine exhaust at the rear of aft funnel, and derricks abreast both masts for loading mines. (Wright & Logan)



Admiralty design: ADVENTURE.

Despite the lessons of the First World War minelaying was rather neglected in the inter-war years, and only a small number of ships were maintained so that the expertise was not completely lost. This design originated when a replacement was required for the minelayer *Princess Margaret* (a mercantile conversion), and the one parameter that largely determined the overall design was a substantial mineload; which was the only noteworthy military feature of the *Princess Margaret*. The mineload was sacrosanct: as if she was not a minelayer, she was nothing.

The mineload, in turn, necessitated a long minedeck, and an even longer hull; and the mines were stowed on the completely enclosed main deck, with four sets of rails running to laying ports at the stern. Rather oddly the *Adventure* adopted a flat transom stern, which slightly increased propulsive efficiency; but as the mines dropped in the dead water aft then swung back to hit the stern, a more inappropriate platform could hardly be envisaged. In 1931/32 the square transom was replaced by the rounded cruiser stern, and increased the overall length by 19ft.

The cruiser-minelayer designation was rather dictated by her size, as she otherwise lacked such cruiser characteristics as gun armament, speed, and protection. In addition, a full mine load raised the centre of gravity, and while there was ample deck space for heavier guns the additional topweight would have to be compensated for by carrying fewer mines. In fact, her dual-purpose main gun armament proved more useful in the ensuing war than a purely LA gun armament; and fire control was provided by a director and spotting top at the head of the tripod foremast. Although designed to ship a multiple 2pdr AA (1×8) mounting on the forward shelter deck, this was not available on completion; and four single 2pdr AA (4×1) guns were mounted in lieu: two forward and two aft. Mines were loaded through hatches abreast the mainmast, which were plumbed by cranes on each side; while protection was limited to a thin belt and main deck covering the machinery spaces only.

Main propulsion was by a standard 2-shaft cruiser installation, as fitted in the "C"/"D" classes but with the funnel arrangement reversed; while her endurance was considerably widened by the provision of diesel-electric cru-



Above: By 1944 modifications to the *Adventure* included replacing the single 2pdr AA guns on the forward shelter deck with a multiple 2pdr AA (1×8) mounting; the addition of nine 20mm AA (9×1) guns; and the fitting of SW.272 on the foremast below the spotting top, AW.291 RDF at the main masthead, and AR.285 to the HA.DCT. The absence of the diesel exhaust pipe showed that the cruising diesel-electric installation had been removed. (P. A. Vicary)

ing engines, with the electric motors driving into the main gear boxes. For a ship designed to make offensive lays at high speed for most of the passage, this space would have been better utilised by increasing the output and speed of the main engines.

By 1941 the multiple 2pdr AA (1×8) mounting was added forward, and all the single 2pdr AA guns removed; and the absence of the diesel exhaust indicated that the cruising engines had been removed. In the following year nine 20mm AA (9×1) guns were added, two of which replaced the multiple machine guns; together with HA.DCTs at the head of the foremast (the fore topmast was struck), and aft of the mainmast; a tripod replaced the pole mainmast, and AW.291 RDF was fitted at the head of the mainmast, and AR. 285 to the HA.DCTs. In 1944 the *Adventure* was converted into a repair ship for landing craft (q.v.) for the forthcoming European landings.

Displacement: 6,740 tons (8,370 tons full load).

Dimensions: 500 (pp)/539 (oa) × .../59 (over bulges) ×d/14½ (17¼ full load) feet.

Machinery: Six Yarrow water-tube boilers (235lb/in²), two shafts, Parsons SR geared turbines SHP 40,000 = 27¾ (27 full load) knots + four Vickers 8cyl (borein ×in stroke) diesel engines/four alternators/two electric motors BHP/kW/SHP 9,200/6,600/8,000 = 17 knots

Below: Early war air view of the *Adventure* with multiple 2pdr AA (1×8) mounting added on the forward shelter deck, and a 20mm AA gun on each side forward of the mainmast. (IWM)



Bunkers & endurance: O.F. 1,500 tons, 4,500/1,820nm @ 12/25k.

Protection: Main belt 2in, deck 1in.

Armament: Four 4.7in AA (4×1), four 2pdr AA (4×1), eight .5in AA (2×4), ten .303in AA machine (10×1) guns; 280 (large)/340 (small) mines.

Complement: 395 (560 war).

“Abdiel” class: (first group) ABDIEL, LATONA, MANXMAN, WELSHMAN. (second group) APOLLO, ARIADNE.

Following the loss of *Latona* the surviving ships of the first group were re-armed with twin 4in AA replacing the twin 4.7in mountings controlled by an HA.DCT, four 20mm AA (4×1) were added, and AW.286 RDF was fitted at the masthead, and AR.285 to the HA.DCT. The second group were completed with the HA.DCT and RDF, with the addition of two RDF-fitted directors for the twin 40mm mountings. Owing to their high speed these ships were frequently used on supply runs to Malta.

Displacement: 2,650 tons (3,415 tons first group/3,475 tons second group full load).

Dimensions: 400½ (pp)/418 (oa) × 40 × ...d/11¼ (14¾ full load) feet.

Machinery: Four Admiralty 3-drum boilers (300lb/in² & 645°F), two shafts, Parsons SR geared turbines SHP 72,000 = 39¾ (38 full load) knots.

Bunkers & endurance: First group 690 tons/second group 750 tons, 1,000nm @ 38k.

Armament: (First group) six 4.7in (3×2), four 2pdr AA (1×4), eight .5in AA (2×4) guns. (second group) four 4in AA (2×2), four 40mm AA (2×2), twelve 20mm AA (6×2) guns; 156 mines.

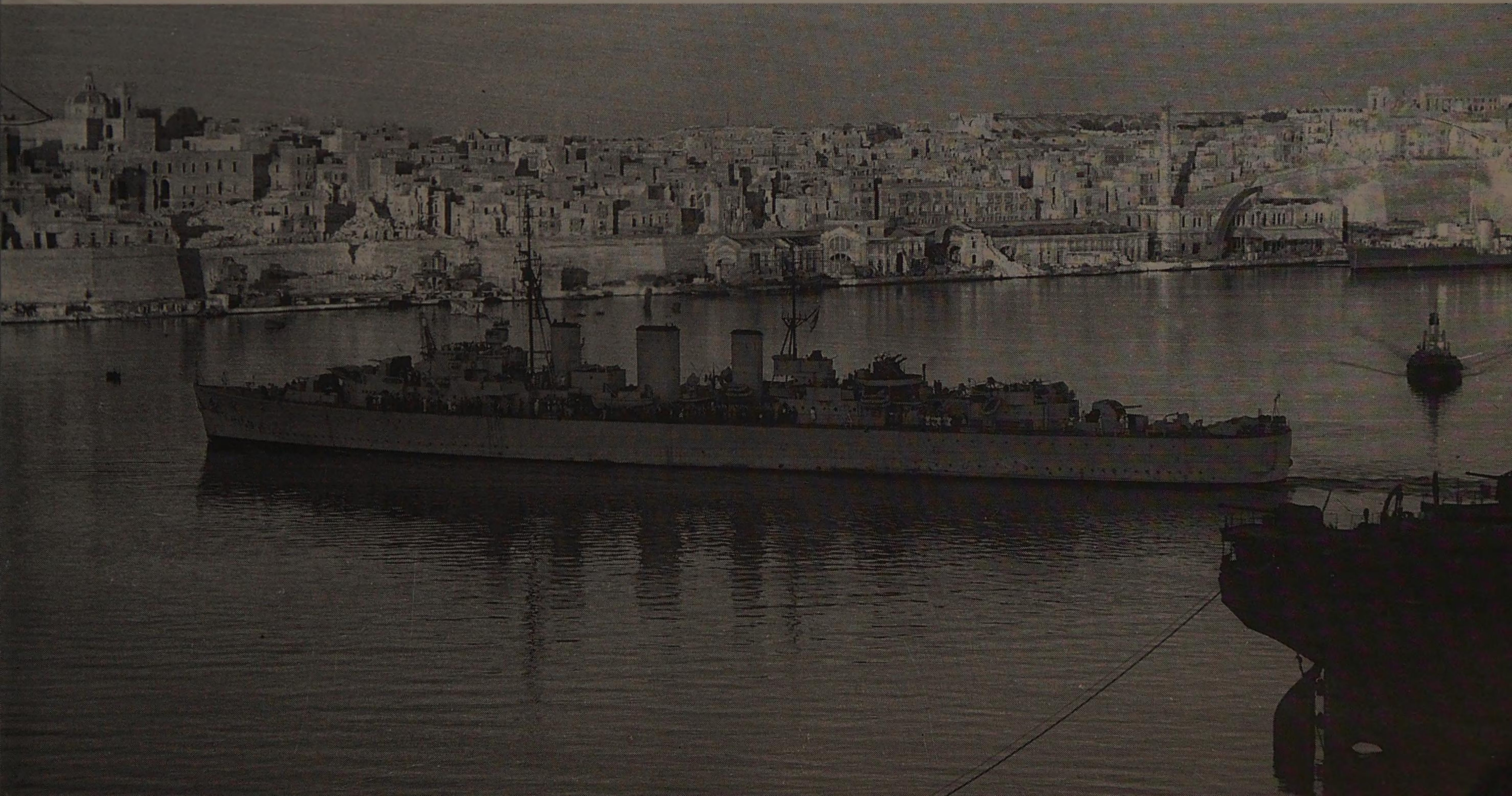
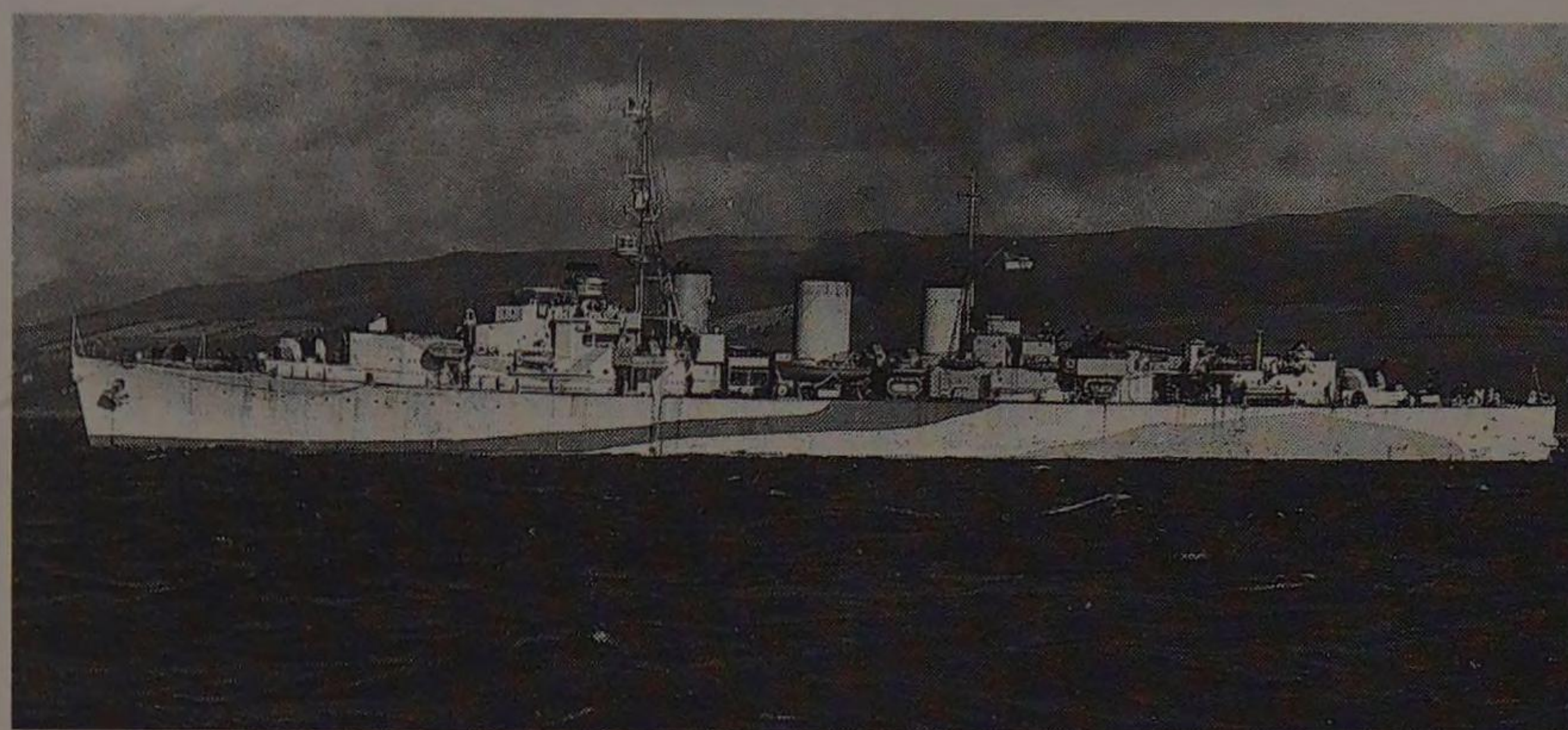
Complement: 242/246.

Right, centre: On the *Ariadne* the twin 4in AA on the forward shelter deck was replaced by a twin 42mm AA mounting, the single 20mm AA guns on the bridge wings and amidships by twin 20mm AA mountings, the multiple 2pdr AA aft with two sided twin 40mm AA mountings, each with its own STD, and the single 20mm AA guns on the aft shelter deck with a twin 20mm AA mounting; while SW.272 RDF was fitted low on the foremast. (IWM)

Right and below: By 1943 the *Abdiel* (right, lower) and *Welshman* (below) both had six 20mm AA (6×1) mounted on the bridge wings, on each side between the second and third funnels, and at the aft end of the aft shelter deck; with AW.286 RDF fitted at the fore masthead, and AR.285 to the HA.DCT. (P. A. Vicary/Admiralty)



Above: An early war view of, probably, the *Abdiel* as completed. The only additions are the AW.279 RDF at the masthead, AR.285 fitted to the HA.DCT, and a deckhouse (probably an RDF office) between the first and second funnels.



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 18/7/21							
M.23	ADVENTURE	Devonport Dockyard & Vickers (Barrow)	Devonport Dockyard	29.11.22	18. 6.24	2.10.26	Repair ship (1944); sold T W Ward 10/6/47, arrived Briton Ferry 20/7/47 for scrapping.
Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 23/12/38							
M.38	ABDIEL	White (Cowes)	White (Cowes)	29. 3.39	23. 4.40	15. 4.41	Mined Taranto Bay 9/9/43.
M.76	LATONA	Thornycroft (Woolston)	Thornycroft (Woolston)	4. 4.39	20. 8.40	4. 5.41	Bombed Italian aircraft off Libya 25/10/41.
M.70	MANXMAN	Stephen (Linthouse)	Stephen (Linthouse)	24. 3.39	5. 9.40	20. 6.41	Minesweeper support ship (1960); sold J Cashmore ..../72, arrived Newport 6/10/72 for scrapping.
Ordered 21/3/39							
M.84	WELSHMAN (ii)	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	8. 6.39	4. 9.40	25. 8.41	Torpedoed German submarine U.617 off Crete 1/2/43.
Ordered 19/4/41							
M.01	ARIADNE	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	10.10.41	5. 4.43	12. 2.44	Sold Arnott Young ..../65, arrived Dalmuir 14/2/65 for stripping & hulk at Troon ../65 for scrapping
Ordered 28/5/41							
M.65	APOLLO	Stephen (Linthouse)	Stephen (Linthouse)	15.11.41	16. 2.43	9.10.43	Sold Hughes Bolckow ..../62, arrived Blyth 28/11/62 for scrapping.

Auxiliary Minelayers

While it was left to the naval minelayers to undertake lays in enemy waters, mercantile conversions of large mine capacity and radius of action were used for the laying of mine barrages in areas relatively safe from enemy interference. They were only defensively armed with one/two 4in guns, plus lighter AA weapons; and operated under the cover of the main fleets.

Mercantile conversions: AGAMEMNON, †MENESTHEUS.

7,593/7,494 tons gross respectively: 459¾ except † 460 (pp)/..... (oa) × 59½ × 32¾d/.... feet: two shafts, Burmeister & Wain 8cyl (bore 740mm × 1,500mm stroke) BHP 4,480 = 15½ knots, O.F. 1,191 tons (.....nm @ ...k): three except † two 4in AA (3/2×1), two 2pdr AA (2×1), four ·5in AA (2×2) guns, 530 except † 410 mines: complement
In 1942 four 20mm AA (4×1) guns were added

Mercantile conversion: BUNGAREE.

3,043 tons gross: 357¼ (pp)/370 (oa) × 48¾ × 23¾d/22¼ feet: two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 20½in:33in: 54in × 42in stroke) IHP 2,500 = 11k, coal 573 tons (.....nm @ ...k): two 4in (2×1), one 12pdr AA, two 2pdr AA (2×1), eight ·303in AA machine (8×1) guns, 423 mines: complement
In 1942 eight 20mm AA (8×1) guns replaced the 2pdr and machine guns.

Mercantile conversions: HAMPTON, SHEPPERTON.

2,839 tons gross: 346¾ (pp)/..... (oa) × 60¾ × 20d/.... feet: four water-tube boilers (...lb/in²), two shafts, Parsons SR turbines SHP 4,800 = 16½ knots, coal tons (.....nm @ ...k): one 4in AA, two ·303in AA machine (2×1) guns, 270 mines: complement
In 1942 two 20mm AA (2×1) replaced the machine guns.

Right: Ocean Steamship’s cargo ship *Agamemnon* and her sister ship *Menestheus* were requisitioned as auxiliary minelayers; but in 1944 they were both converted to amenities ships for the Pacific Fleet. Note that an HA.DCT is provided for *Agamemnon*’s 4in AA guns, and the single 2pdr AA guns in the bridge wings. (IWM)

Mercantile conversion: KUNG WO.

4,636 tons gross: 350 (pp)/362½ (oa) × 48½ × 14d/.... feet: three SE cylindrical boilers (190lb/in²), two shafts, reciprocating (VTE cyl 21in:34in:39in (2) × 33in stroke) IHP 2,700 = 15 knots, coal tons (.....nm @ ...k): two 4in (2×1) guns, 240 mines: complement

Mercantile conversion: PORT NAPIER.

9,847 tons gross: 503½ (pp)/524 (oa) × 68¼ × 34d/28½ feet: two shafts, Doxford 5cyl (bore 670mm × 2,320mm stroke) BHP 7,500 = 16½ knots, O.F. tons (.....nm @ ...k): two 4in AA (2×1), two 2pdr AA (2×1), four 20mm AA (4×1) guns, 550 mines: complement

Mercantile conversion: PORT QUEBEC.

5,936 tons gross: 451 (pp)/468 (oa) × 59¾ × 30d/26½ feet: one shaft, Doxford 5cyl (bore 670mm × 2,320mm stroke) BHP 6,700 = 16 knots, O.F. tons (.....nm @ ...k): two 4in AA (2×1), two 2pdr AA (2×1), two ·5in AA machine (1×2) guns, 548 mines: complement
In 1942 four 20mm AA (4×1) guns were added.





Left: Prince Line’s cargo liner *Southern Prince* was requisitioned as an auxiliary minelayer, and became an accommodation ship in 1945. (IWM)

Mercantile conversion: PRINCESS VICTORIA.

2,197 tons gross: 309¾ (pp)/322¾ (oa) × 48 × 15d/12 feet: two shafts, Sulzer 7cyl (bore 480mm × 700mm stroke) diesel engines BHP 6,160 = 19k, O.F. tons (.....nm @ ...k): one 4in, two 12pdr AA (2×1) guns, 244 mines: complement

Mercantile conversion: SOUTHERN PRINCE.

11,447 tons gross: 496¼ (pp)/..... (oa) × 65 × 41d/26½ feet: two shafts, 8cyl (bore 680mm × 1,400mm stroke) diesel engines BHP 7,680 = 17 knots, O.F. 1,874 tons (.....nm @ ...k): two 4in AA (2×1), two 2pdr AA (2×1), seven 20mm AA (7×1), four ·5in AA machine (2×2) guns, 560 mines: complement

In 1942 four 20mm AA (4×1) guns were added, and in the following year fourteen 20mm AA (7×2) replaced the single 20mm and machine guns.

Mercantile conversion: TEVIOTBANK.

5,087 tons gross: 423¾ (pp)/439¼ (oa) × 56¾ × 27¾d/25¼ feet: two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 25in:42in: 71in × 48in stroke) IHP 2,620 = 15 knots, O.F. 490 tons (.....nm @ ...k): one 4in, one 12pdr AA, four 20mm AA (4×1), four ·5in AA machine (2×2) guns, 280 mines: complement 105.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Launched	Completed	Commissioned	Fate
Requisitioned 24/8/39							
M.19	HAMPTON <i>ex-Hampton Ferry</i>	Swan Hunter & Wig- ham Richardson (Wallsend)	Parsons (Wallsend)	34	11.34	4. 9.39	MOWT (1940).
M.83	SHEPPERTON <i>ex-Shepperton Ferry</i>	-do-	-do-	34	 3.35	4. 9.39	MOWT (1939).
Requisitioned 10/9/39							
M.03	PRINCESS VIC- TORIA	Denny (Dumbarton)	Denny (Dumbarton) & Sulzer (Winterthur)	.....	..... 6.39	2.11.39	Mined off the mouth of the Humber 19/5/40.
Requisitioned 2/11/39							
M.04	TEVIOTBANK	Readhead (South Shields)	Readhead (South Shields)	27	 2.38	12.39	Returned 29/3/46.
Requisitioned 25/11/39							
M.59	PORT QUEBEC	J L Thompson (Sun- derland)	Doxford (Sunderland)	39	 11.39	 6.40	Repair ship DEER SOUND (F.99 – 1944); returned 20/12/47.
Requisitioned 14/12/39							
M.93	MENESTHEUS	Caledon (Dundee)	Burmeister & Wain (København)	.....	.....29	22. 6.40	Amenities ship (1944).
Requisitioned 19/12/39							
M.47	SOUTHERN PRINCE	Lithgow (Port Glas- gow)	J Kincaid (Greenock)	29	 8.29	15. 6.40	Accommodation ship (1945).
Requisitioned 30/12/39							
M.10	AGAMEMNON	Workman Clark (Bel- fast)	Burmeister & Wain (København)	.....	.....29	10.40	Amenities ship (1944); returned 26/4/47.
Requisitioned ../6/40							
M.32	PORT NAPIER	Swan Hunter & Wig- ham Richardson (Wallsend)	Doxford (Sunderland)	.....	.....40	12. 6.40	Burnt-out Loch Alsh 27/11/40.
Requisitioned ../10/40							
M.29	BUNGAREE	Caledon (Dundee)	J Kincaid (Greenock)	.....	..... 5.37	9. 6.41	RAN, depot ship (1943), store ship (1945); returned 5/11/47.
Requisitioned 9/6/41							
M....	KUNG WO	Hong Kong & Whampoa	Hong Kong & Whampoa	.....	.....21	41	Bombed Japanese aircraft near Lingga Archipelago 14/2/42 & scuttled.

Coastal and Controlled Minelayers

For the protection of harbours, and where local conditions suited, controlled minefields were laid which could be activated—or made safe—from ashore, or from a controlled minelayer. The fields were laid from small, coastal mine- layers and controlled minelayers; and were then tended from the latter. A nucleus had been created pre-war with the coastal minelayer *Plover*, and the controlled minelayers of the “Linnet” class, which could proceed abroad;

and were supplemented by a war programme of a further eight controlled minelayers; plus conversions from merchant ships (as controlled minelayers base ships), trawlers, and tugs.

Mining instruction, both before and during the war, was carried out from small monitors retained from the First World War, and converted to coastal minelayers.



Above: Following the outbreak of war the coastal minelayer *Plover* was armed with a 12pdr AA gun aft, a 20mm AA gun on the fore deck, and two .303in AA machine (2×1) guns on the bridge wings; and was fitted with AW.286 RDF. (IWM)

“Ex-M.29” class: MEDUSA, MELPOMENE, MINERVA.

Displacement: 520 tons (580 tons deep).

Dimensions: 170 (pp)/173¼ (oa) × 31 × 8½d/5¼ (6 full load) feet.

Machinery: Two water-tube boilers (...lb/in² & ...°F), two shafts, reciprocating (VTE cyl 9in:15in:24in × 12in stroke) IHP 400 = 10 knots.

Bunkers & radius: O.F. 45 tons, 1,440nm @ 8k.

Armament: Unarmed, 52 mines.

Complement: 52.

Coastal minelayer: PLOVER.

Designed to undertake mining trials, and was thus fitted with both laying and recovering equipment. The latter was removed at the outbreak of war, which increased her mine capacity from 80 to 100. Early in the war a single 20mm AA gun was added forward, two .303in AA machine (2×1) guns in the bridge wings, and a 12pdr AA gun aft; and AW.286 RDF was fitted at the mast-head.

Displacement: 805 tons (1,020 tons full load).

Dimensions: 180 (pp)/195 (oa) × 33¾ ×d/8¼ (10 full load) feet.

Machinery: Two water-tube boilers (250lb/in²), two shafts, reciprocating (VTE cylin:....in:....in ×in stroke) IHP 1,400 = 14¾ knots.

Bunkers & radius: O.F. 116 tons (.....nm @ ...k).

Armament: Two .303in AA machine (2×1) guns, 100 mines.

Complement: 69.

“Linnet” class: LINNET, REDSTART, RINGDOVE.

Early in the war the single machine guns were replaced by twin mounts, and a 20mm AA gun was added aft.

Displacement: 498 tons (.... tons full load).

Dimensions: 149 (pp)/163¾ (oa) × 27¼ × 14d/8 (... full load) feet.

Machinery: One water-tube boiler (250lb/in²), two shafts, reciprocating (VTE cyl 8in:14in:23in × 15in stroke) IHP 400 = 10½ knots.

Bunkers & radius: O.F. ... tons (.....nm @ ...k).

Armament: Two .303in AA machine (2×1) guns, 12 mines.

Complement: 24.

“M.1” class: M.1/8.

Displacement: 300 tons (346 tons).

Dimensions: 110¼ (pp)/122½ (oa) × 26½ × ...d/8 (... full load) feet.

Machinery: Two shafts, Ruston & Hornsby 6cyl (bore ...in × ...in stroke) diesel engines BHP 360 = 10 knots.

Bunkers & radius: O.F.... tons (.....nm @ ...k).

Armament: One 20mm AA, two .303in AA machine (2×1) guns, 10 mines.

Complement: 32.

Naval conversions: CORNCRAKE, REDSHANK.

See under “Fish” class trawlers for details.

Naval conversions: BLACKBIRD, DABCHICK, STONE-CHAT, WHITETHROAT.

See under “Isles” class trawlers for details.

Mercantile conversion: ALSEY.

400 tons gross: $150\frac{1}{4}$ (pp)/..... (oa) $\times 25 \times 15\frac{1}{2}$ d/.... feet: one SE cylindrical boiler (210lb/in²), one shaft, reciprocating (VTE cyl $14\frac{1}{2}$ in:23 $\frac{1}{2}$ in:38 $\frac{1}{2}$ in $\times$ 26in stroke) IHP 500 = 10 knots, coal tons (.....nm @ ...k): guns: complement ...

Trawler conversion: JAY.

352 tons gross: $140\frac{1}{4}$ (pp)/..... (oa) $\times 24 \times 13\frac{3}{4}$ d/.... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in $\times$ 26in stroke) IHP 480 = 10 knots, coal tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: LOCHNEVIS.

568 tons gross: $171\frac{3}{4}$ (pp)/..... (oa) $\times 31 \times 12\frac{1}{2}$ d/8 $\frac{1}{2}$ feet: two shafts, Davey Paxman 6cyl (bore 13in $\times$ 16in stroke) diesel engines/generators/electric motors BHP/kW/SHP 1,300/870/1,050 = 15 knots, O.F. ... tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: MATAI.

1,050 tons gross: 219 (pp)/..... (oa) $\times 35 \times 15\frac{1}{2}$ d/.... feet: two SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl $12\frac{1}{2}$ in:21in:36in $\times$ 26in stroke) IHP 900 = 10 $\frac{1}{2}$ knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: MURITAI.

462 tons gross: $165\frac{1}{4}$ (pp)/..... (oa) $\times 30 \times 12\frac{1}{2}$ d/8 feet: two SE cylindrical boilers (180lb/in²), two shafts, reciprocating (VTE cyl $10\frac{1}{2}$ in:17in:28in $\times$ 20in stroke) IHP 450 = 10 knots, coal tons (.....nm @ ...k): guns: complement ...



Above: The controlled minelayer *Miner III* laid-up unaltered in 1948 except that the 20mm gun aft has been removed from its mounting for storage.

Mercantile conversion: RHU.

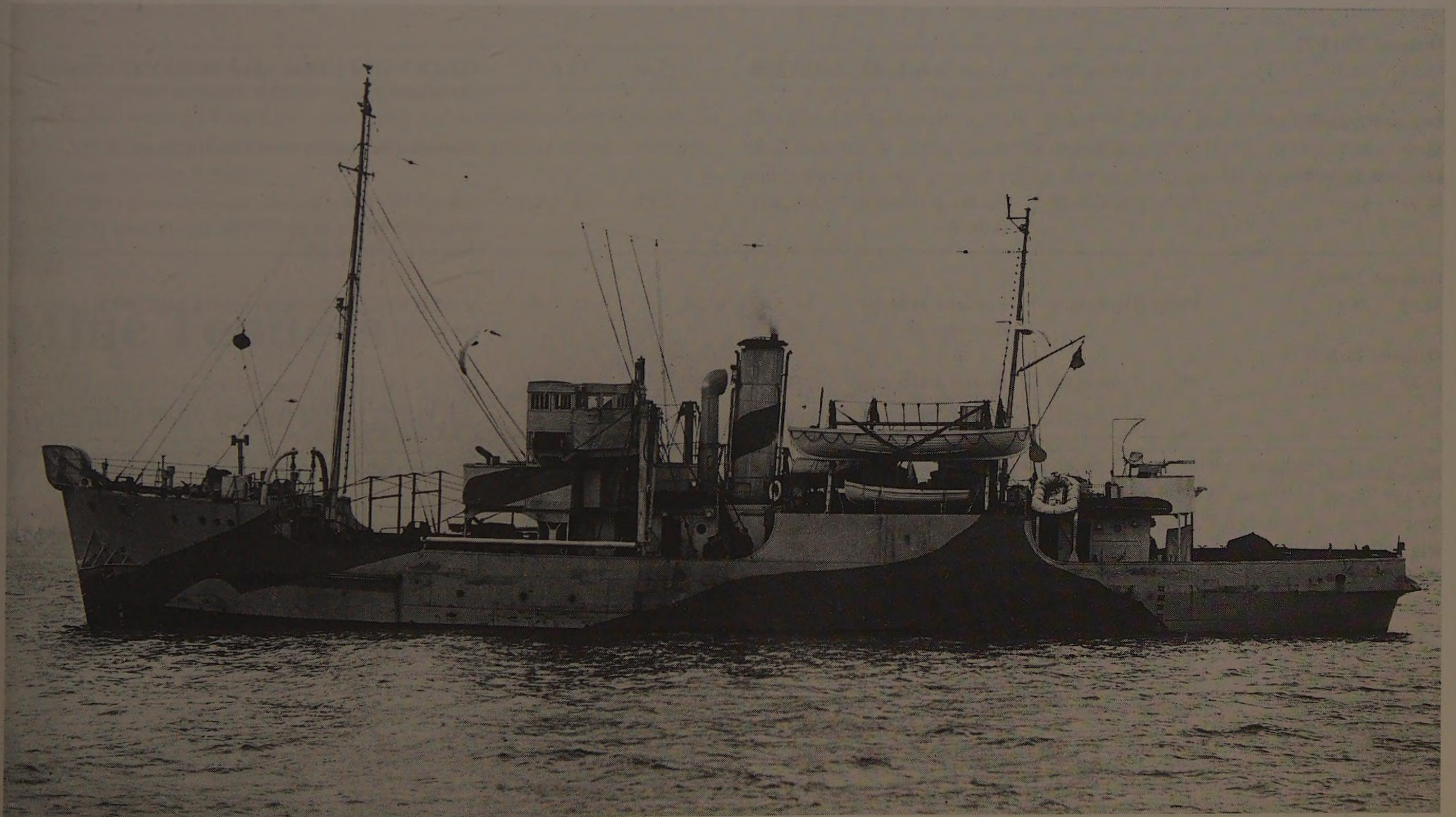
254 tons gross: 1227 (pp)/133 $\frac{1}{2}$ (oa) $\times 27 \times 9\frac{1}{4}$ d/9 $\frac{1}{4}$ feet: one shaft, Deutz 4cyl (bore 280mm $\times$ 450mm stroke) BHP 335 = 10 knots, O.F. ... tons (.....nm @ ...k): guns: complement ...

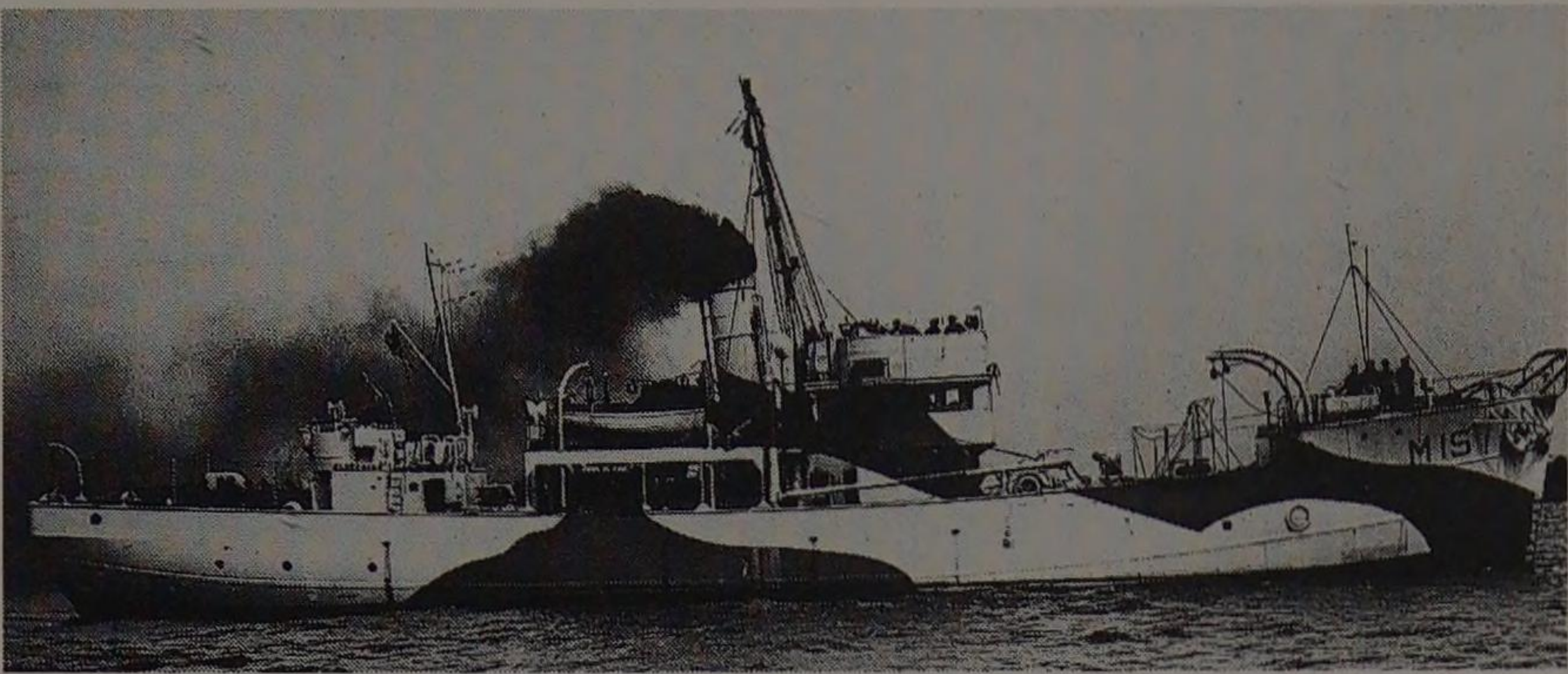
Mercantile conversion: SANKATY.

459 tons gross: $187\frac{3}{4}$ (pp)/195 (oa) $\times 38\frac{1}{4} \times 12\frac{1}{2}$ d/9 $\frac{3}{4}$ feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl 16in:24in:42in $\times$ 27in stroke) IHP 400 = 8 knots, O.F. ... tons (.....nm @ ...k): two .303in AA machine (2 $\times$ 1) guns: complement 42.

Also fitted to serve as a cable loop layer and maintenance vessel.

Below: The controlled minelayer *Ringdove* was also defensively armed following the outbreak of war. (IWM)





Above: The controlled minelayer *Blackbird* was converted from an “Isles” class trawler. (IWM)

Mercantile conversion: SNAKEFLY.

310 tons gross: 131 (pp)/..... (oa) × 24½ × 13½d/.... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl 13in:22¾in:37in × 26in stroke) IHP 500 = 10 knots, coal tons (.....nm @ ...k): guns: complement ...

Mercantile conversion SPINDRIFT.

700/926 tons: 160 (pp)/..... (oa) × 26 ×d/16 feet: boilers (...lb/in²), one shaft, reciprocating (HC Uniflow cylin (2) ×in stroke) IHP = 10 knots, coal ... tons (.....nm @ ...k): guns: complement ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 21/7/36							
M.36	PLOVER	Denny (Dumbarton)	.....	7.10.36	8. 6.37	24. 9.37	Sold T W Ward .././69, arrived Inverkeithing ../4/69 for scrapping.
Ordered 22/12/36							
M.69	LINNET	Ardrossan Dockyard	Ferguson (Port Glasgow)	37	24. 2.38	 6.38	Sold Clayton & Davie .././64, arrived Dunston 11/5/64 for scrapping.
Ordered 22/3/37							
M.62	REDSTART	Robb (Leith)	Whites Marine Engineering (Wallsend)	 9.37	3. 5.38	10.38	Scuttled Hong Kong 19/12/41.
M.77	RINGDOVE	-do-	-do-	 9.37	15. 6.38	12.38	Mercantile (name unchanged – 1951).
Ordered 27/6/38							
M.19	M.1	Philip (Dartmouth)	Ruston & Hornsby (Lincoln)	21.11.38	6. 7.39	26.10.39	MINER I (1942), tender (1958), MINSTREL (1962); sold 1967 & scrapped.
Ordered 19/9/38							
M.34	M.2	Philip (Dartmouth)	Ruston & Hornsby (Lincoln)	22.12.38	18. 8.39	19. 1.40	MINER II (1942), GOSSAMER (1949); expended gunfire target IIN ARTEMIZ off Portland 18/3/70.
M.53	M.3	-do-	-do-	18. 1.39	16.11.39	16. 3.40	MINER III (1942); sold Liguria Maritime .././77, arrived Sittingbourne ../2/72 for scrapping.
Ordered 7/9/39							
M.68	M.4	Philip (Dartmouth)	Ruston & Hornsby (Lincoln)	10. 2.40	6. 8.40	12.11.40	MINER IV (1942), tender (1951); scrapped ../5/64.
Ordered 27/12/39							
M.74	M.5	Philip (Dartmouth)	Ruston & Hornsby (Lincoln)	22. 4.40	2.11.40	26. 6.41	MINER V (1942), cable lighter BRITANNIC (1960); expended air target location unknown 6/6/70.
Ordered 3/10/40							
M...	M.7 (i)	 (Singapore)	.....	.....40			Destroyed incomplete on stocks Singapore ../2/42.
Ordered 10/10/40							
M.94	M.6	Philip (Dartmouth)	Ruston & Hornsby (Lincoln)	22. 4.41	7. 2.42	30. 5.42	MINER VI (1942), torpedo recovery vessel (1957), mercantile <i>Minor Eagle</i> (1966), <i>Cominoland</i> (1978), <i>Jylland II</i> (1980); sold
Ordered 5/8/41							
M.98	M.8	Philip (Dartmouth)	Ruston & Hornsby (Lincoln)	28. 3.42	24. 3.43	15. 5.43	MINER VIII (1942), tender (1956), MINDFUL (1963), mercantile <i>Rawdhan</i> (1965); sold
Ordered 21/3/42							
M.88	M.7 (ii)	Philip (Dartmouth)	Ruston & Hornsby (Lincoln)	31. 3.43	29. 1.44	31. 3.44	MINER VII (1942), tender ETV.7 (1959), STEADY (1959); sold H G Pounds ../3/80, arrived Portsmouth ../6/81 for scrapping.
Requisitioned ../8/39							
FY.575	FANE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	.....30	39	SNAKEFLY (1939); returned ../10/45.
Requisitioned .././40							
T.372	MATAI	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	30	 7.30	40	RNZN, troopship (1944); returned .././44.
M....	MURITAI	Coaster Construction (Montrose)	McKie & Baxter (Glasgow)	22	 2.23	40	RNZN, conversion not completed; returned .././46.
.....	SANKATY	Fore River Shipbuilding (Quincy)	Fore River Shipbuilding (Quincy)	.....	.....11	24. 9.40	RCN, mercantile <i>Charles A Dunning</i> (1945); foundered en route Sydney (NS) for scrapping 27/9/64.
Purchased .././40							
M.06	JAY ex-Nautilus,, ex-Kingston Pearl	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	26	 8.26	40	SANDMARTIN (1944); sold .././46.

Requisitioned ../2/40							
M.51	ALSEY	Cochrane (Selby)	Amos & Smith (Hull)	32	12.32	40	Returned .././46.
Captured ../4/40							
FY.1644	SPINDRIFT	.....	.....	.....	.....	.....40	SAN (1946), SKILPAD (1951), foundered stress of weather Durban 22/7/53 & salved 19/11/53.
ex-Polaris							
Requisitioned ../11/40							
M.41	LOCHNEVIS	Denny (Dunbarton)	Davey Paxman (Colchester)	.....	.....34	40	Returned .././44.
Requisitioned .././41							
M....	RHU	Straits Steam Ship (Penang)	Deutz (Köln)	40	 6.40	41	Lost unknown cause Singapore area 15/2/42, salved & IJN A/S vessel No. 21, returned .././46; mercantile (19..).

Observation Minelayers

Tug conversions: CHAFFINCH, GOLDFINCH, GREENFINCH, HAWFINCH.

No details available except all ex-tugs of ca50 tons gross.

Mercantile conversion: BLUE TIT.

No details available except ex-motor fishing vessel of 53 tons gross.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../6/40					
.....	GOLDFINCH (i)	.....	.....	.....	GREENFINCH (ii) (1943); returned 2/4/46.
ex-Antwerp 33					
Seized 3/7/40					
.....	ANNA LEOPOLD	.....	.....	.....36	BLUE TIT (1940); harbour service ANNA LEOPOLD (1942).
.....	CHAFFINCH	.....	.....	.....38	Tug (1944); retroceded French Navy ../8/45.
ex-Nacqueville					
.....	HAWFINCH	.....	.....	.....15	Retroceded French Navy ../6/45.
ex-Honfleurais					
.....	LAMA	.....	.....	.....	GREENFINCH (i) (1940), LAMA (1943); returned 7/11/45.

Minelaying Motor Launches

Fairmile A class: ML.100/111.

All this class were converted for minelaying; and were armed with three 20mm AA (3×1) guns, and could stow nine moored or six ground mines. See under motor launches for details.

Fairmile B class:

Designed to undertake a wide variety of duties, including minelaying, and could be rapidly converted to this role when so required; and could also stow nine moored or six ground mines. See under motor launches for details.

Mine Tenders

Mercantile conversion: BERGAMUI.

See under auxiliary minesweepers for details.

Mercantile conversion: GIPPSLAND.

159 tons gross: 113 (pp)/..... (oa) × 23 × 9½d/.... feet: one SE cylindrical boiler (.....lb/in²), one shaft, reciprocating (VTE cyl 11in:18in:28in × 18in stroke) IHP 250 = 8½ knots, coal tons (.....nm @ ...k): guns: complement ..: wood hull.

Mercantile conversion: URALBA.

Probably because of wartime shortages this vessel had a wood hull; and was powerd by a boiler and engine manufactured in 1894 and 1914 respectively. 603 tons gross: 154¾ (pp)/167½ (oa) × 37 × 9¾d/9 feet: one SE cylindrical boiler (160lb/in²), one shaft, reciprocating (VTE cyl 14in:22¼in:37in × 21in stroke) IHP 600 = 10 knots, coal tons (.....nm @ 10k): two 303in AA machine (2×1) guns: complement ..: wood hull.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned .././39					
FY.81	BERMAGUI	Ailsa (Troon)	Ailsa (Troon)	 8.12	RAN; returned
../ 7/45/					

Requisitioned ../6/42					
.....	GIPPSLAND	P Tierney (Paynesville)	Buchanan Brock (Melbourne)	08	RAN; sold ../11/46.
Requisitioned ../7/42					
.....	URALBA	E Wright (Tuncurry)	Mort's Dock (Sydney)	 7.42	RAN; sold .././45.

Auxiliary Patrol Vessels

These vessels were mainly requisitioned for coastal escort work; and were usually armed with a single 4in or 12pdr AA gun, a few light AA guns, depth charges, and Asdic (in some). They were largely acquired by the Dominion navies for service in local waters; while far fewer were taken up by the Royal Navy, and the majority were locally acquired and employed in the Far East.

They ranged from seagoing tugs to small coastal passenger vessels, and their principal feature was their diversity of type. A few of the new, and faster, vessels—such as the Royal Indian Navy *Sonavati*—were fully operational units that were quite the combatant equal of their naval equivalent, the corvette. The need for them steadily declined as the war construction of escort vessels and maritime aircraft gained impetus and enabled the Allied navies to enlarge their command of the sea.

Mercantile conversion: ACADIA.

1,350 tons: 170 (pp)/..... (oa) × 33¾ × 21d/19 feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 17in:28in:46in × 27in stroke) IHP 1,000 = 12 knots, coal tons (.....nm @ ...k): one 4in, one 12pdr AA guns: complement 59.

Mercantile conversion: ARTHUR ROSE.

Mercantile conversion: BADORA.

274 tons gross: 150 (pp)/..... (oa) × 25½ × 9½d/.... feet: one SE cylindrical boiler (....lb/in²), two shafts, reciprocating (VC cyl 16in:32in × 21in stroke) IHP 270 = 9 knots, coal tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: BAN HONG LIONG.

1,671 tons gross:

Mercantile conversion: BHADRAVATI.

1,449 tons gross: 230¾ (pp)/..... (oa) × 38½ × 16d/15¾ feet: two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 17in:29in:48in × 33in stroke) IHP 1,700 = 13 knots, coal tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: BINGERA.

922 tons gross:

Mercantile conversion: BIRCHGROVE PARK.

640 tons gross:

Mercantile conversion: BOMBO.

540 tons gross:

Mercantile conversion: BURRABRA.

458 tons gross:

Mercantile conversion: CHANDRAVATI.

556 tons gross: 199¾ (pp)/..... (oa) × 34 × 11½d/.... feet: one DE cylindrical boiler (....lb/in²), two shafts, reciprocating (VTE cyl 11½in:20in:34in × 24in stroke) IHP 420 = 10 knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: COOGIE.

Mercantile conversion: COONGOOLA.

Mercantile conversion: CORONIA.

227 tons gross: 122¼ (pp)/..... (oa) × 26 × 8½d/.... feet: one shaft, National Gas & Oil 8cyl (bore 8in × 12in stroke) BHP 280 = 9 knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: DHUMRA.

490 tons gross:

Mercantile conversion: FLEUR DE LIS.

316 tons gross: 164¾ (pp)/..... (oa) × 21 × 13d/11½ feet: three shafts, Winton 12cyl diesel engines (bore 8in × 12in stroke) BHP 1,200 = 12 knots, O.F. tons (.....nm @ ...k): one 303in AA machine gun: complement 36.

Mercantile conversion: FRENCH.

226 tons gross: 138 (pp)/..... (oa) × 22 × 10¾d/.... feet: two shafts, Gleniffer 16cyl (bore 6in × 7in stroke) diesel engines BHP = 11 knots, O.F. tons (.....nm @k): one 6pdr, one 303in AA machine guns: complement 30.

Mercantile conversion: FUH WO.

955 tons gross:

Mercantile conversion: GANGA.

89 tons gross: one 3pdr gun:

Mercantile conversion: GANNET.

Mercantile conversion: GIANG BEE.

1,646 tons gross: 270½ (pp)/..... (oa) × 40¼ × 17d/.... feet: one SE cylindrical boiler (.....lb/in²), one shaft, reciprocating (VTE cyl 19in:31½in:51½in × 42in stroke) IHP 1,000 = 10 knots, coal tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: GOODWIN.

See under armed boarding vessels for details.

Mercantile conversion: GUTHIE.

Mercantile conversion: HAIDERI.

1,510 tons gross: $239\frac{3}{4}$ (pp)/..... (oa) $\times$ $34\frac{1}{4} \times 19\frac{1}{2}$ d/.... feet: one SE cylindrical boiler (.....lb/in²), one shaft, reciprocating (VTE cyl 415mm:680mm: 1,115mm $\times$ 750mm stroke) IHP 650 = 9 knots, coal tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: HIRAVATI.

580 tons gross: $199\frac{3}{4}$ (pp)/..... (oa) $\times$ $33 \times 11\frac{1}{2}$ d/.... feet: two SE cylindrical boilers (.....lb/in²), two shafts, reciprocating (VTE cyl 12in:20in:33in $\times$ 21in stroke) IHP 1,500 = 14 knots, O.F. tons (.....nm @ ...k): one 4in gun: complement ...

Mercantile conversion: JAMNAGAR.

576 tons gross:

Mercantile conversion: KEDAH.

2,499 tons gross: 317 (pp)/..... (oa) $\times$ $50\frac{1}{2} \times 19\frac{1}{2}$ d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP = ... knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: KELANTAN.

1,106 tons gross:

Mercantile conversion: KELANA.

88 tons gross:

Mercantile conversion: KERNOT.

423 tons gross:

Mercantile conversion: KING BAY.

237 tons gross:

Mercantile conversion: KUALA.

945 tons gross:

Mercantile conversion: KUDAT.

1,725 tons gross: $250\frac{1}{2}$ (pp)/..... (oa) $\times$ $37 \times 20\frac{1}{2}$ d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl 12in:20in:24in (2) $\times$ 24in stroke) IHP 1,250 = 11 knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: KUTUBTARI.

237 tons gross:

Mercantile conversion: KYBRA.

858 tons gross: one 4in gun: complement ...

Mercantile conversion: KYLNA.

Mercantile conversion: LADY CRADDOCK.

Mercantile conversion: LARUT.

894 tons gross:

Mercantile conversion: LAURIER.

201 tons gross:

Mercantile conversion: LAXMI.

310 tons gross:

Mercantile conversion: LI WO.

707 tons gross: one 4in gun:

Mercantile conversions: LILAVATI, SATYAVATI.

293/295 tons gross respectively: one 12pdr AA gun:

Mercantile conversion: LIPIS.

845 tons gross:

Mercantile conversion: LUCKY STAR.

Mercantile conversion: LYSANDER.

Mercantile conversion: MATA HARI.

1,020 tons gross:

Mercantile conversion: NETRAVATI.

1,540 tons gross: one 4in gun:

Mercantile conversion: NITINAT.

135 tons gross: $99\frac{1}{2}$ (pp)/..... (oa) $\times$ $17\frac{3}{4} \times 10\frac{1}{2}$ d/.... feet: one shaft, Vivian 8cyl (cyl 9in $\times$ 12in stroke) BHP 500 = 10 knots, O.F. tons (.....nm @ ...k): one .303in AA machine gun: complement 18.

Mercantile conversion: NULCHIRA.

272 tons gross:

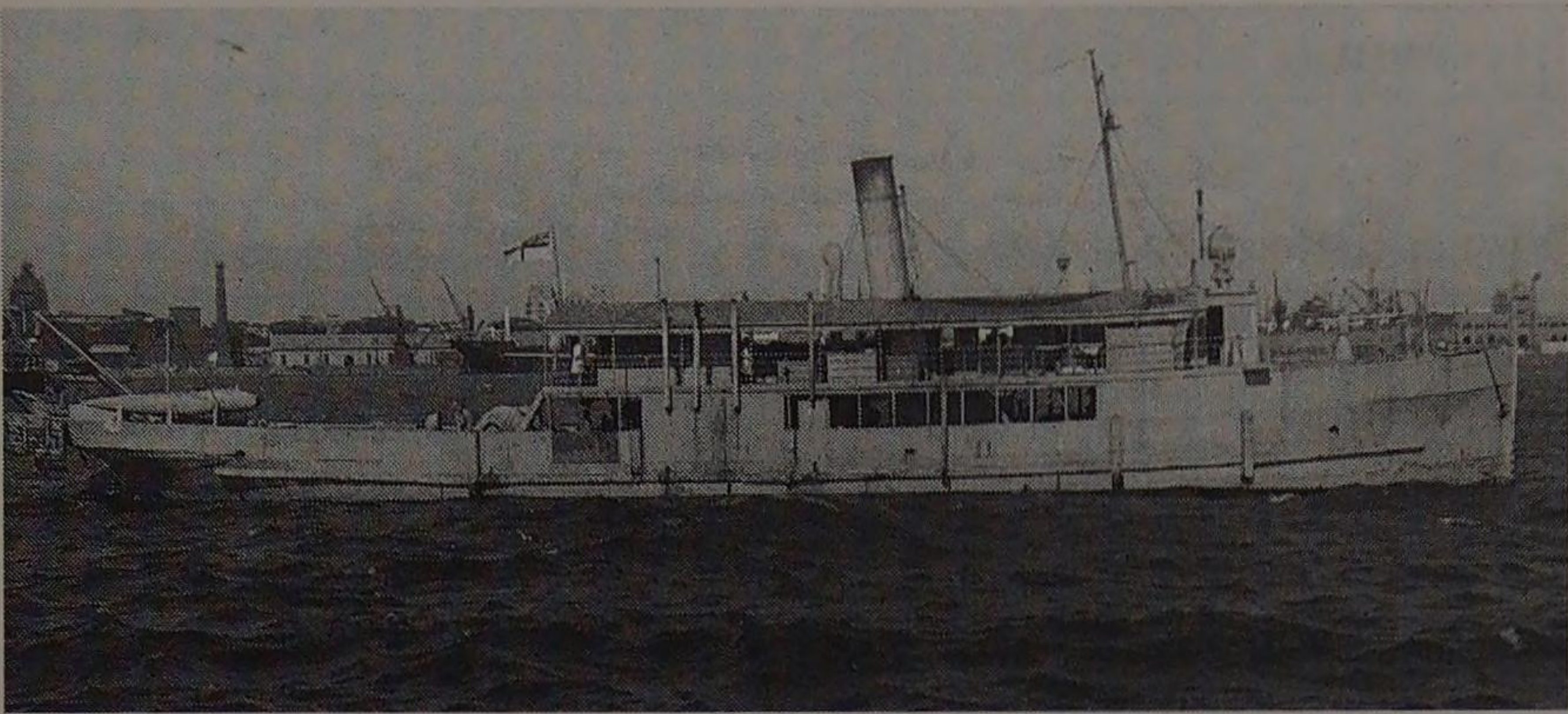
Mercantile conversion: OOSTCAPELLE.

751 tons gross: one 12pdr AA, two .303in AA machine (2 $\times$ 1) guns:

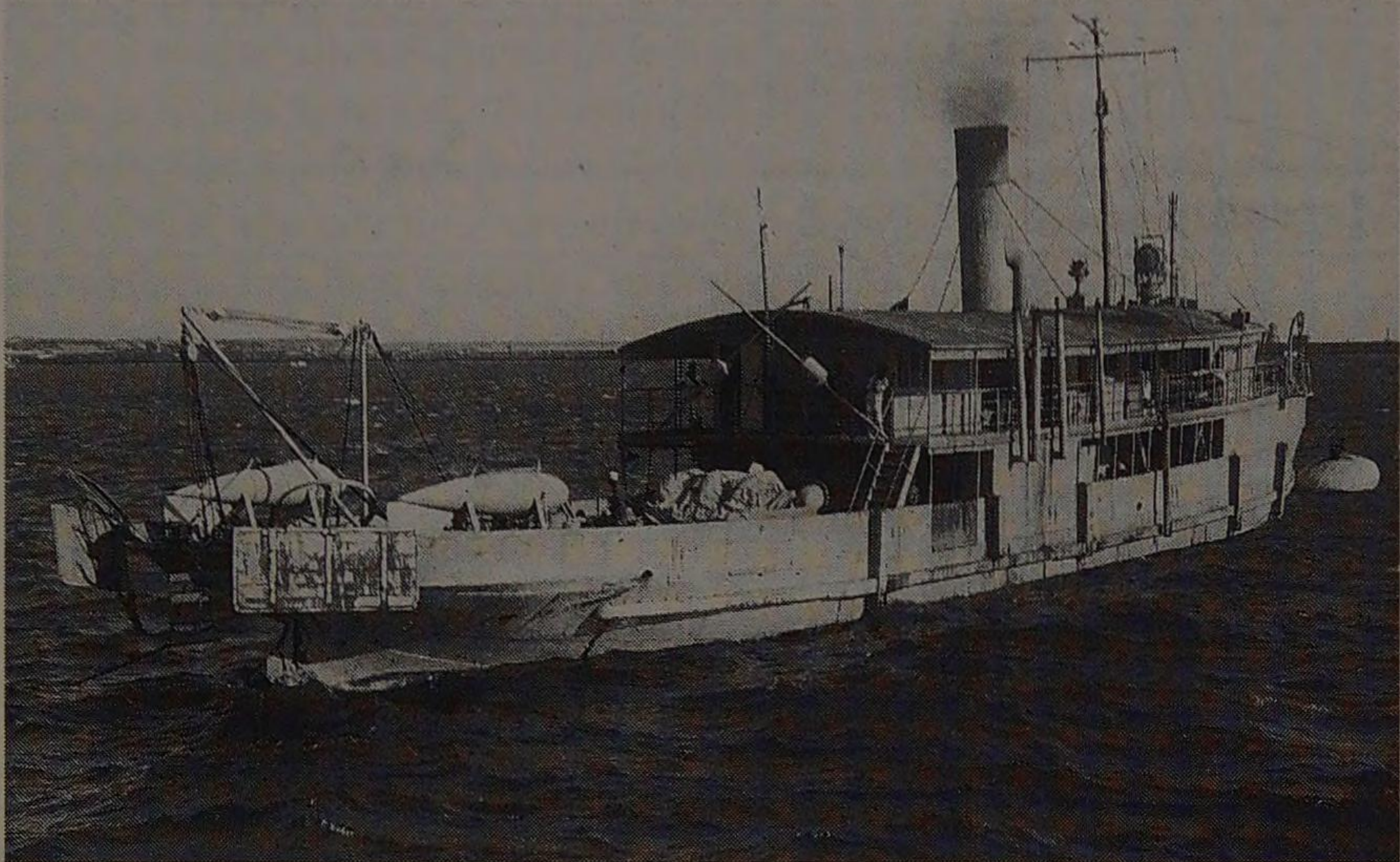
Mercantile conversion: PADMAVATI.

252 tons gross:

Mercantile conversion: PALUMA.



Above and below: Although rated as an auxiliary patrol vessel the *Selama* was no more than a boarded-up river steamer, and was employed as a mine-sweeper. (IWM)



Mercantile conversion: PANGKOR.

1,254 tons gross: 232 (pp)/..... (oa) × 42¾ × 14½d/.... feet: two shafts, Deutz 6cyl (bore 280mm × 450mm stroke) BHP 500 = 10 knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: PARVATI.

1,548 tons gross:

Mercantile conversion: PATHFINDER.

495 tons gross:

Mercantile conversion: PRABNAVATI.

556 tons gross:

Mercantile conversion: PRINCESS MARIE JOSE.

1,820 tons gross:

Mercantile conversion: RAMDAS.

406 tons gross: one 4in gun:

Mercantile conversion: RATNAGIRI.

590 tons gross: one 4in gun:

Mercantile conversion: RAUB.

1,161 tons gross:

Mercantile conversion: RUKMAVATI.

266 tons gross:

Mercantile conversion: SANDIP.

285 tons gross:

Mercantile conversion: SANDOWAY.

291 tons gross:

Mercantile conversion: SELAMA.

291 tons gross:

Mercantile conversion: SHUH KWANG.

788 tons gross:

Mercantile conversion: SIANG WO.

2,595 tons gross:

Mercantile conversion: SIR FRANCIS HOOD.

Mercantile conversion: SITA.

Mercantile conversion: SITAKHOOND.

280 tons gross:

Mercantile conversion: SONVARD.

Mercantile conversion: SONAVATI.

1,638 tons gross: two 4in (2×1) guns:

Mercantile conversion: SOPHIE MARIE.

1,138 tons gross:

Mercantile conversion: TIEN KWANG.

787 tons gross:

Mercantile conversion: TUNG WO.

1,337 tons gross:

Mercantile conversion: VICTORIA MARIE.

1,432 tons gross:

Mercantile conversion: VIGILANT.

106 tons gross: one 3pdr gun:

Mercantile conversion: VITI.

676 tons gross

Mercantile conversion: VIVA.

Mercantile conversion: VYNER BROOKE.

1,670 tons gross:

Mercantile conversion: WO KWANG.

Mercantile conversion: WONGALA.

Mercantile conversion: WYRALLAH.

1,049 tons gross. one 4in gun:

Mercantile conversion: YANDRA.

990 tons gross: one 4in, one 2pdr AA guns:

Mercantile conversion: ZULFAQAR.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned .././39					
.....	ACADIA	Swan Hunter & Wigham Richardson (Wallsend)	Swan Hunter & Wigham Richardson (Wallsend)	 6.13	RCN; returned .././46.
FY.079	BADORA	Denny (Dumbarton)	Denny (Dumbarton)	10.14	RIN; returned .././44.
FY.065	BHADRAVATI	Harland & Wolff (Govan)	Harland & Wolff (Belfast)	 9.32	RIN; returned .././45.
.....	CHANDRAVATI	Harland & Wolff (Govan)	Harland & Wolff (Belfast)	 9.33	RIN; returned .././40.
.....	CORONIA	Warrens (New Holland)	National Gas & Oil (Ashton-under-Lyne)	35	Returned .././45.
.....	FLEUR DE LIS ex-RCMP	Canadian Vickers (Montreal)	Winton (Cleveland)	 7.29	RCN, XS (1943).
.....	GANGA	.....	.....	.....31	RIN, harbour service; returned ../6/46.
FY.086	KUTUBTARI ex-Dharacottah	Burn (Calcutta)	McKie & Baxter (Glasgow)	15	RIN; returned ../6/46.
.....	LAURIER ex-RCMP	Morton Engineering & Dry Dock	Gleniffer (Glasgow)	 8.36	RCN; returned ../11/45.
.....	LILAVATI	Greenock & Grangemouth Dockyard	Dunsmuir & Jackson (Glasgow)	11	RIN, minesweeper (1943); returned .././45.
4.123	NETRAVATI	-do-	-do-	 3.09	RIN; returned .././45.
.....	NULCHIRA	Denny (Dumbarton)	Denny (Dumbarton)	08	Completed River Steam Navigation (Calcutta), RIN; returned .././43.
FY.	OOSTCAPELLE	van der Windt (Vlaardingen)	de Klop (Sliedrecht)	 7.21	RIN, minesweeper (1942); returned .././45.
.....	PADMAVATI	Grangemouth & Greenock Dockyard	Dunsmuir & Jackson (Glasgow)	04	RIN; returned .././45.
4.179	PARVATI	Grangemouth Dockyard	McKie & Baxter (Glasgow)	11.27	RIN; lost cause unknown Red Sea area 30/4/41.
.....	PATHFINDER (i) ex-Hooghly	Taikoo Dock (Hong Kong)	Taikoo Dock (Hong Kong)	 5.38	RIN; returned .././40.
4.149	ST ANTHONY	H Robb (Leith)	Atlas (Stockholm)	 2.36	RIN; returned .././45.
.....	SANDIP	River Steam Navigation (Calcutta)	Denny (Dumbarton)	 6.15	RIN; returned .././45.
.....	SELAMA	Denny (Dumbarton) (1)	-do-	12.14	RIN; returned .././43.
.....	SITAKHOOND	-do- (1)	-do-	 5.10	RIN; returned .././43.
4.206	SONAVATI	Harland & Wolff (Govan)	Harland & Wolff (Belfast)	 7.36	RIN; returned .././46.
.....	SOPHIE MARIE	Unterweser (Wesermünde)	Borsig (Berlin)	23	RIN; mined off the Andaman Islands 19/3/42.
.....	SIR FRANCIS HOOD	.....	.....	.....	RIN; returned .././...
.....	SONVARD	.....	.....	.....	RIN; returned .././...
.....	VICTORIA MARIE ex-Africana	M Martinolich (Lussinpiccolo)	Odero (Sestri Ponente)	27	RIN; returned .././...
.....	ZULFAQUAR	.....	.....	.....	RIN; returned .././46.
Requisitioned ../8/39					
.....	PRABNAVATI	Harland & Wolff (Govan)	Harland & Wolff (Belfast)	 9.33	RIN; sunk in error gunfire RN cruiser GLASGOW off west coast of India 8/12/41.
.....	SUN III ex-Succour, ex-Sun III	Earle's (Hull)	Earle's (Hull)	 7.09	Returned ../8/45.
Requisitioned 19/8/39					
W....	MASR ex-Cité de Peronne, ex-Grive	Fgs & Ch de la Méditerranée (La Seyne)	Fgs & Ch de la Méditerranée (Marseilles)	18	Returned .././...
Requisitioned 25/8/39					
.....	KOWLOON	Hong Kong & Whampoa	Hong Kong & Whampoa	24	Returned ../3/40.
Requisitioned ../9/39					
4.109	DIPAVATI	Harland & Wolff (Govan)	Harland & Wolff (Govan)	 6.36	RIN; returned .././45.
.....	FRENCH ex-RCMP	Davie (Lauzon)	Gleniffer (Glasgow)	38	RCN, mercantile <i>Le Français</i> (1946); wrecked Cape May 15/8/53 & written-off as constructive total loss.

.....	GIANG BEE <i>ex-Reijniersz</i>	Fijenoord (Rotterdam)	Fijenoord (Rotterdam)	08	Lost unknown cause Singapore area 3/3/42.
.....	HAIDERI <i>ex-Doros, ex-Julianapark</i>	Bremer Vulkan (Vegesack)	Bremer Vulkan (Vegesack)	20	RIN; wrecked place unknown 2/4/43, salvaged & returned ..../46.
4.215	HIRAVATI	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	10.30	RIN, returned ..../46.
4.186	IRRAWADI	Ailsa (Troon)	Dunsmuir & Jackson (Glasgow)	13	RIN; returned ..../45.
.....	LADY CRAD- DOCK	.....	.....	.....	RIN; capsized River Hooghli 16/10/42.
Z.05	NITINAT	Star Shipyards (New Westminster)	Vivien (Vancouver)	39	RCN, returned 25/6/45; burnt-out Fraser River 1/2/77.
4.111	RAMDAS	.....	.....	.....35	RIN, training ship (1945); returned ..../46.
4.198	RATNAGIRI	.....	.....	.....36	RIN; returned ..../46.
.....	RONA	.....	.....	.....38	Examination service; returned ..../46.
FY.073	SATYAVATI	.....	.....	.....11	RIN, auxiliary minesweeper (1943); returned ..../45.
Requisitioned 1/9/39					
.....	MATA HARI	.....	.....	.....15	Bombed Japanese aircraft Sunda Strait 28/2/42.
Requisitioned 25/9/39					
F.167	PANGKOR	Taikoo Dock (Hong Kong)	Deutz (Köln) (2)	29	RIN depot ship (1944); returned ..../46.
Requisitioned ..../10/39					
.....	TIEN KWANG	.....	.....	.....25	Bombed Japanese aircraft off Pampong Island, foundered following day.
.....	SUN VIII	Cochrane (Selby)	Earle's (Hull)	12.19	Returned ..../46.
Requisitioned 22/11/39					
.....	WILLIAMRYAN	A Hall (Aberdeen)	A Hall (Aberdeen)	12.28	Returned ..../45.
Requisitioned 2/11/39					
FY.86	ST GILES <i>ex-Khalifa, ex-St Giles</i>	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	19	RAN, target service (1945); returned ..../46.
.....	HEROS <i>ex-St Erth</i>	Murdoch & Murray (Port Glasgow)	Ross & Duncan (Glasgow)	 5.19	RAN, harbour service (1941); returned ..../46.
Requisitioned 13/11/39					
.....	LIPIS	.....	.....	.....27	Lost cause unknown off Singapore 13/2/42.
Requisitioned ..../12/39					
FY.88	BINGERA	.....	.....	.....35	RAN; returned ..../46.
.....	HASHEMI <i>ex-Padma, ex-Wearmouth, ex-Kildorough</i>	.....	.....	.....18	RIN; returned 1944, lost cause & place unknown 24/11/48, salvaged & scrapped.
.....	LOCH ALINE	.....	.....	.....04	Examination service; returned ..../45.
.....	SUN V	Earle's (Hull)	Earle's (Hull)	 7.15	Returned ..../46.
Requisitioned 1/12/39					
.....	KELANA	.....	.....	.....	Bombed Japanese aircraft Malayan waters 16/1/42, salvaged & IJN SUKEI NO. 8 (1943).
Requisitioned 14/12/39					
FY.035	KEDAH	Vickers (Barrow)	Vickers (Barrow)	27	Accommodation ship (1943); returned ..../46.
Requisitioned 22/12/39					
.....	KUALA	.....	.....	.....11	Bombed Japanese aircraft Dutch East Indies 14/2/42.
Requisitioned ..../40					
.....	BAN HONG LIONG	.....	.....	.....08	Returned ..../43.
.....	BIRCHGROVE PARK	.....	.....	.....30	RAN, auxiliary minesweeper (1941), returned ..../46.
.....	BOMBO	.....	.....	.....30	RAN, auxiliary minesweeper (1941).
4.405	BRENDA	.....	.....	.....10	Examination service; returned ..../45.
.....	DHUMRA	.....	.....	.....10	RIN; returned ..../40.
.....	EL AFFIA	Philip (Dartmouth)	Philip (Dartmouth)	10.21	Returned ..../46.
.....	EL KEBIR	-do-	-do-	 5.25	Returned ..../46.
.....	GUTHIE	.....	.....	.....	RIN; returned ..../41.
4.215	HIRAVATI	.....	.....	.....30	RIN; returned ..../46.
FY.96	KING BAY	.....	.....	.....38	RAN, examination service; returned ..../46.
FY.090	LAXMI	.....	.....	.....18	RIN; returned ..../46.
FY.075	RUKMAVATI	.....	.....	.....04	RIN; returned ..../46.
.....	ST SILIO	.....	.....	.....36	Examination service; returned 1946.
.....	SANDOWAY	.....	.....	.....15	RIN, auxiliary minesweeper (1942); returned ..../43
.....	SITA	.....	.....	.....28	RIN; returned ..../43.
.....	SHUH KWANG	.....	.....	.....24	Bombed Japanese aircraft Dutch East Indies 12/2/42.
.....	SIANG WO	.....	.....	.....26	Bombed Japanese aircraft Dutch East Indies 13/2/42 & beached.

.....	TUNG WO	.....	.....	.....14	Examination service; lost unknown cause Singapore area 13/12/41 & abandoned.
.....	VIVA	.....	.....	.....	RIN; returned .././43.
.....	WONGALA	.....	.....	.....19	RAN, WYATT EARP (1947).
Requisitioned ../2/40					
.....	ST SAMPSON	Hong Kong & Whampoa	Hong Kong & Whampoa	19	Auxiliary minesweeper (1941).
.....	WOODBIDGE	.....	.....	.....26	Examination service (1943); returned .././44.
Purchased ../3/40					
.....	OASIS	Earle's (Hull)	McKie & Baxter (Glasgow)	98	Sold ../10/45.
	ex- <i>Al Suez</i> , ex- <i>Giulio I</i> , ex- <i>Favignana</i>				
Requisitioned 23/4/40					
.....	INDIRA	.....	.....	.....18	Bombed Japanese aircraft Hong Kong 15/12/41.
	ex- <i>Embleton</i> , ex- <i>Kildysart</i>				
Requisitioned ../5/40					
4.407	FREYA	.....	.....	.....17	Examination service; returned .././45.
Requisitioned ../6/40					
4.406	EXPLORER	.....	.....	.....	Returned 12/4/46.
.....	FUH WO	.....	.....	.....22	Lost unknown cause Singapore area ../3/42.
.....	LI WO	.....	.....	.....38	Lost unknown cause Singapore area 14/2/42.
Requisitioned ../7/40					
FY.90	KYBRA	.....	.....	.....26	RAN; returned .././46.
.....	NESS POINT	R Dunston (Thorne)	G Plenty (Newbury)	 6.37	Base ship MARTELLO (1945); returned .././45.
Seized 3/7/40					
4.230	CONQUERANTE	.....	.....	.....34	AMS (1941).
4.323	GEORGES LE VERDIER	.....	.....	.....30	Examination service; returned .././46.
.....	PLOUGASTEL	.....	.....	.....30	Target service; retroceded French Navy ../6/45.
.....	PORTZIC	.....	.....	.....30	Retroceded French Navy ../6/45.
.....	RISBAN	Le Coquet (Nantes)	Cachot (Paris)	24	Harbour service tug (194..).
Requisitioned 10/7/40					
.....	GULL	.....	.....	.....29	Base tender (1943).
Requisitioned ../8/40					
	GALATEA (ii)	.....	.....	.....06	Examination service, PYGMALION (1941); returned ../3/46.
W....	LETTIE	.....	.....	.....14	Lost cause unknown St Abbs Head 9/11/41.
4.291	MINNA	.....	.....	.....39	Examination service, special service (1943); returned ../1/46.
4.409	NORNA	.....	.....	.....09	Examination service; returned ../7/46.
FY.92	WYRALLAH (i)	.....	.....	.....34	RAN, WILCANNIA (1942); returned ../7/49.
Requisitioned 18/8/40					
.....	BRUNO	.....	.....	.....14	MOWT (194..); returned 9/3/46.
Requisitioned ../9/40					
FY.91	YANDRA	.....	.....	.....28	RAN; returned .././46.
Requisitioned 17/9/40					
.....	SOUTHERN ISLES	.....	.....	.....22	Training ship, NEMESIS (1941), base ship BALDUR (1943), NEMESIS (1945); returned ../8/45.
	ex- <i>Princess Marie Jose</i>				
Requisitioned ../10/40					
FY.06	VIGILANT (i)	.....	.....	.....38	RAN, SLEUTH (i) (1944), HAWK (1945); sold ../10/46.
Requisitioned ../11/40					
.....	DIDO (ii)	.....	.....	.....02	Returned 27/11/45.
Requisitioned 11/11/40					
.....	KERNOT	.....	.....	.....30	RBN training ship (1945).
	ex- <i>Pilote 16</i>				
Requisitioned 23/12/40					
.....	JOHN WILSON	.....	.....	.....32	Returned 29/6/45.
Requisitioned .././41					
.....	B O DAVIES	.....	.....	.....32	Examination service; returned .././46.
.....	JAMNAGAR	.....	.....	.....24	RIN, returned MOWT .././43, <i>Empire Bulbul</i> (1943).
T.373	VITI	.....	.....	.....40	RNZN; returned .././46.
.....	VYNER BROOK	.....	.....	.....28	Bombed Japanese aircraft Banka Strait 14/2/42.
Requisitioned ../8/41					
.....	HENRIETTE	.....	.....	.....26	Returned 7/10/46.
	MOLLER				
.....	RACINE	.....	.....	.....	Returned 21/1/46.
Requisitioned 18/12/41					
F.166	KELANTAN	.....	.....	.....21	Depot ship (1943); for sale ../2/47.

.....	KUDAT ex- <i>Barima</i>	Caledon (Dundee)	Caledon (Dundee)	 4.14	Bombed Japanese aircraft Port Swettenham 30/12/41 while fitting-out.
.....	LARUT	.....	.....	.....27	Bombed Japanese aircraft east of Sumatra 22/1/42.
Requisitioned .././42					
.....	GOODWIN	.....	.....	.....17	Rescue ship (1943).

(1) Erected Indian General Navigation & Railway (Calcutta) (2) Re-engined 1939

Auxiliary Minesweepers

Only a small regular force of minesweepers had been maintained by the Royal Navy up to the outbreak of the Second World War; and the reinforcement of the minesweeping flotillas was principally derived from the following sources, viz.:—

- (a) the fishing fleets;
- (b) war construction;
- (c) paddle vessels; and
- (d) small merchant ships and tugs.

The main augmentation was from fishing trawlers and drifters, and the naval war building programmes. The shallow-draught paddle vessels were only available in the U.K., and only in limited numbers; and auxiliary minesweepers were requisitioned under similar circumstances as those applicable to auxiliary patrol vessels.

However, the Royal Navy acquired a greater proportion of auxiliary minesweepers than auxiliary patrol vessels, and they were locally taken-up and employed over a wider area; and included many Allied vessels which had escaped to British ports from Europe.

It is interesting to note that seven small tugs—the *Salvo*, *Scythe*, *Servitor*, *Shako*, *Slogan*, *Solitaire*, and *Souvenir*—were all requisitioned in November 1939, and fitted out on the Thames for electric minesweeping (i.e. towing skids); and were the first group of vessels formed to combat the magnetic mine.

Usually taking place in coastal and estuarial waters, the work of auxiliary minesweepers was arduous, but unspectacular. What armament the vessels received was extremely makeshift and varied: none usually carried a gun heavier than a 12pdr AA, and the smaller units had no more than machine guns.

Mercantile conversion: AIK LAM.

155 tons gross.

Tug conversions: AL HATHERA, NDOVU.

380 tons: 125½ (pp)/..... (oa) × 25 × 10d/8 feet: two SE cylindrical boilers (....lb/in²), two shafts, reciprocating (VTE cyl 9½in:15½in:25in × 16in stroke) IHP 500 = 10 knots, O.F. tons (.....nm @ ...k): one 12pdr AA, two 303in AA machine (2×1) guns: complement 25.

Tug conversion: ALCIS.

Mercantile conversion: ALLENWOOD.

398 tons gross:

Tug conversion: ANDROMEDA.

658 tons gross:

Tug conversion: ANSAY.

Mercantile conversion: ANZANIA.

375 tons gross:

Mercantile conversion: BANKA.

623 tons gross:

Mercantile conversion: BERMAGUI.

402 tons gross:

Mercantile conversion: BREEZE.

625 tons gross:

Tug conversion: CHANGTEH.

244 tons gross:

Mercantile conversion: CHINTHE.

688 tons gross: 147½ (pp)/..... (oa) × 32¾ × 16½d/15 feet: two SE cylindrical boilers (210lb/in²), one shaft, reciprocating (VTE cyl 16in:27in:44in × 30in stroke) IHP 700 = 13 knots, O.F. 26 tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: CIRCE.

778 tons gross: one 4in gun:

Tug conversion: CONQUERANTE.

Tug conversion: CONTROL.

Mercantile conversion: COOLEBAR.

479 tons gross:

Mercantile conversion: COOMBAR.

581 tons gross:

Mercantile conversion: DIPAVATI.

840 tons gross

Tug conversion: DRANGUET.

Mercantile conversion: DURRAWEEEN.

Mercantile conversion: GALE.

625 tons gross:

Mercantile conversion: GEMAS.

207 tons gross:

Mercantile conversion: GUNBAR.

481 tons gross:

Mercantile conversion: HAWERA.

188 tons gross:

Mercantile conversion: HUA TONG.

280 tons gross:

Mercantile conversion: JARAK.

208 tons gross:

Mercantile conversion: JERAM.

210 tons gross:

Mercantile conversion: JERANTUT.

217 tons gross:

Mercantile conversion: KAI.

1,746 tons gross:

Mercantile conversion: KAIWAKA.

169 tons gross:

Mercantile conversion: KALAVATI.

1,408 tons gross:

Mercantile conversion: KAPUNI.

190 tons gross:

Mercantile conversion: KIANGA.

338 tons gross:

Mercantile conversion: KLIAS.

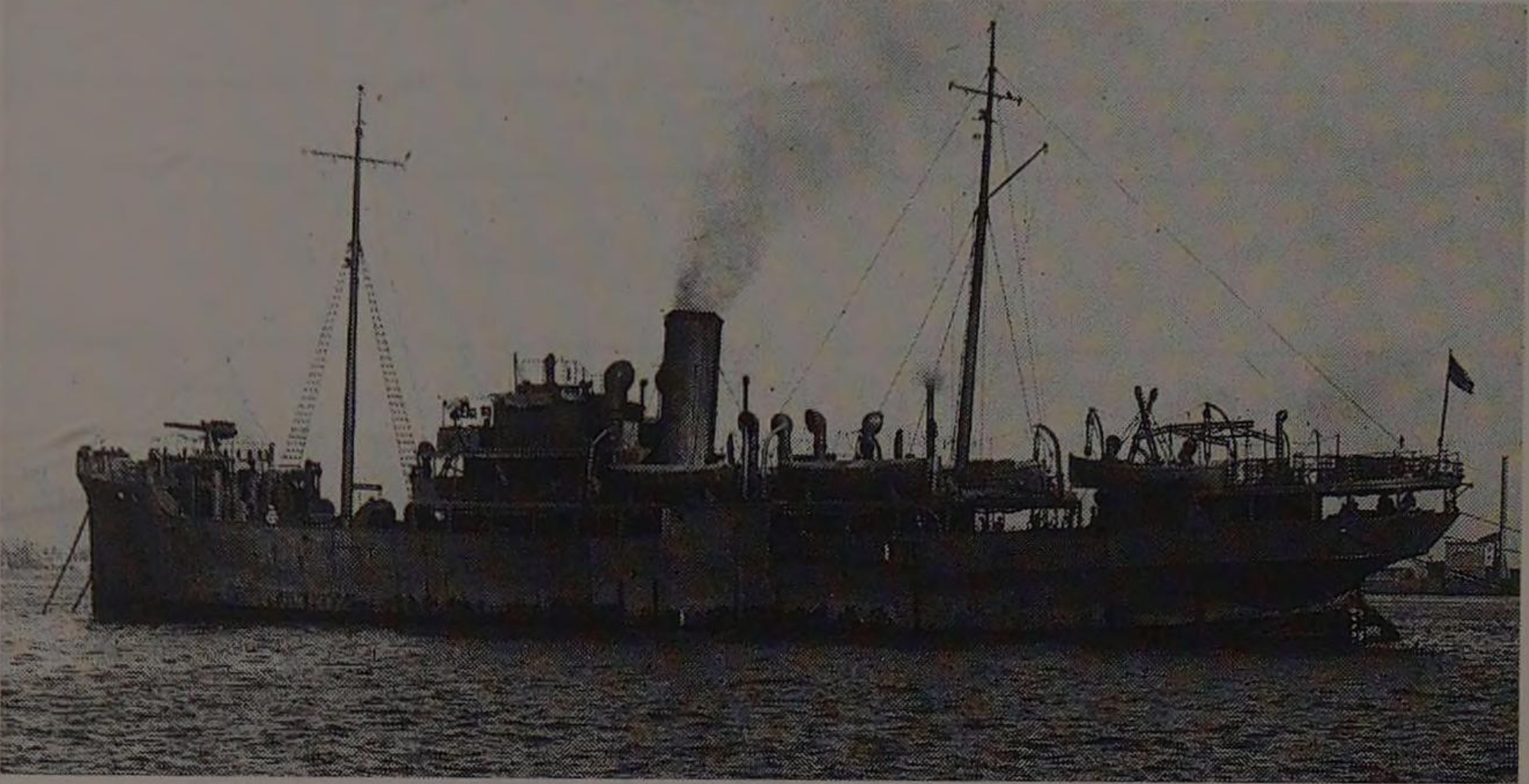
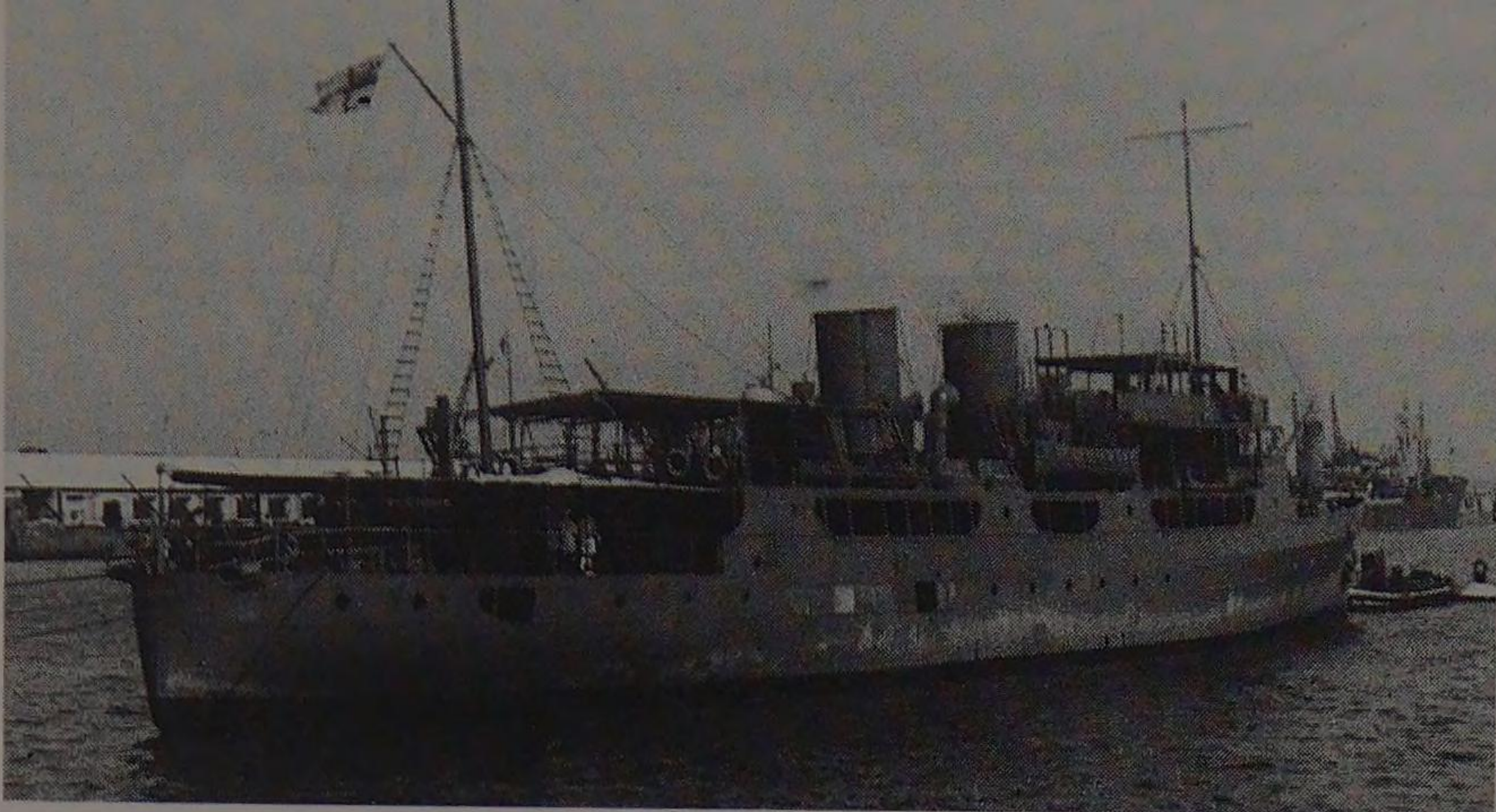
207 tons gross:

Mercantile conversion: KOOPA.

416 tons gross:

Mercantile conversion: MALACCA.

211 tons gross:



Top: The auxiliary patrol vessel *Dipavati* was armed with a 4in gun forward, and was fitted with asdic and depth charges. (IWM)
Above: The auxiliary patrol vessel *Kalavati* was armed with a 4in gun forward. (IWM)

Mercantile conversion: MARRAWAH.

472 tons gross:

Mercantile conversion: MEDUSA.

793 tons gross:

Tug conversion: MINNIE MOLLER.

377 tons gross:

Mercantile conversion: MIRIMAR.

709 tons gross:

Mercantile conversion: MURITAI.

462 tons gross:

Mercantile conversion: NAMBUCCA.

489 tons gross:

Mercantile conversion: NARANI.

381 tons gross:

Mercantile conversion: ORARA.

1,297 tons gross: one 4in gun

Mercantile conversion: PANGKOR.

1,250 tons gross:

Mercantile conversion: PATERSON.
446 tons gross:
Mercantile conversion: PURIRI.
927 tons gross:
Mercantile conversion: RAHMAN.
209 tons gross:
Mercantile conversion: RATA.
974 tons gross:
Tug conversion: REO II.
129 tons gross: 96 (pp)/..... (oa) × 17½ × 9½d/.... feet: one shaft, Fairbanks Morse 6cyl (bore 10in × 12½in stroke) BHP 360 = 9 knots, O.F. ... tons (.....nm @ ...k): complement 36: wood hull.
Mercantile conversion: ROSS NORMAN.
297 tons gross: 131¾ (pp)/..... (oa) × 28 × 12½d/.... feet: one shaft, Fairbanks Morse 7cyl (bore 10½in × 12in stroke) BHP 260 = 10 knots, O.F. ... tons (.....nm @ ...k): complement 25: wood hull.
Tug conversion: ST ANGELO.
150 tons gross:
Mercantile conversion: ST ANTHONY.
452 tons gross:
Tug conversion: SALVO.
161 tons gross:
Mercantile conversion: SCOTT HARLEY.
630 tons gross:
Tug conversion: SCYTHER.
Tug conversion: SERVITOR.
44 tons gross:
Tug conversion: SHAKO.
121 tons gross:
Mercantile conversion: SIN AIK LEE.
198 tons gross:
Tug conversion: SLOGAN.
110 tons gross:

Tug conversion: SOLITAIRE.
91 tons gross:
Tug conversion: SOUVENIR.
120 tons gross:
Tug conversion: SPRAY.
118 tons gross:
Mercantile conversion: STANDARD COASTER.
150 tons gross: 130 (pp)/..... (oa) × 22 × 10d/.... feet: two shafts, Fairbanks Morse 6cyl (bore 8½in × 10½in stroke) BHP 540 = 9 knots, O.F. ... tons (.....nm @ ...k): complement ...: wood hull.
Mercantile conversion: TAMBAR.
456 tons gross: one 12pdr AA gun:
Mercantile conversion: TAPAH.
208 tons gross:
Mercantile conversions: TERKA, TOLGA, TOORIE.
420/418/414 tons gross respectively: one 2pdr AA gun.
Tug conversion: THASOS.
130 tons gross:
Mercantile conversion: TITAN.
574 tons gross:
Mercantile conversion: TONGKOL.
Mercantile conversion: TRANG.
205 tons gross:
Mercantile conversion: UKI.
545 tons gross: one 12pdr AA gun:
Mercantile conversion: URALBA.
Mercantile conversion: WAIRUA.
352 tons gross:
Mercantile conversion: WARRAWEE.
423 tons gross:
Tug conversion: WO KWANG.
350 tons gross:

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned .././39					
.....	OLIVE CAM	.....	.....	.....20	RAN; returned ../5/46.
.....	ST ANGELO	.....	.....	.....35	Mined Malta 30/5/42.
.....	SERVITOR	.....	.....	.....	Returned 21/1/45.
FY.1674	SOLITAIRE <i>ex-The Schelde</i>	.....	.....	.....04	Capsized off Normandie coast 20/6/44.
.....	SOUVENIR <i>ex-Wrestler</i>	.....	.....	.....14	Laid-up (1943), MOWT (1944).
.....	TAPAH	.....	.....	.....26	Presumed lost cause unknown Singapore area 9/3/42.
.....	TONGKOL	.....	.....	.....26	RAN; sold ../9/44.
Requisitioned ../8/39					
FY.1657	SHAKO <i>ex-Hercules</i>	.....	.....	.....13	Returned 22/7/45.
Requisitioned 30/8/39					
FY.592	COURTIER	.....	.....	.....29	Returned 16/7/45.
Requisitioned ../9/39					
FY.71	BERYL II	.....	.....	.....13	RAN, boom gate vessel (1944); returned .././46.
.....	GEMAS	.....	.....	.....25	Gunfire RAN minesweeper BALLARAT off Java 2/3/42 to avoid capture by IJN.
.....	KOROWA	.....	.....	.....19	RAN; returned .././46.
.....	MIRAMAR	.....	.....	.....30	RAN; returned ../8/45.
J.130	ORARA	.....	.....	.....07	RAN, depot ship (1945).
.....	NGUVU	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	 1.25	Surveying vessel (194..).
.....	RAHMAN	.....	.....	.....26	Lost unknown cause off Batavia 1/3/42.
.....	SIN AIK LEE	.....	.....	.....28	Lost cause unknown Singapore area ../2/42.
Requisitioned 17/9/39					
.....	ZERANG	Scott (Bowling)	G Plenty (Newbury)	 8.38	Returned 19/7/44.
Requisitioned 18/9/39					
.....	RAUB	.....	.....	.....26	Auxiliary patrol vessel (1941); bombed Japanese aircraft off east coast of Sumatra 22/1/42.
Requisitioned ../10/39					
.....	JERAM	.....	.....	.....27	Captured Singapore 15/2/42 & IJN SUIKEI 21 (1943).
4.158	KALAVATI	.....	.....	.....28	RIN, store carrier (1944); returned .././45.
.....	GOOLGWAI	.....	.....	.....19	RAN; returned .././46.
.....	GOORANGAI	.....	.....	.....19	RAN; collision mercantile <i>Duntroon</i> off Port Philip 20/11/40.
J.141	TAMBAR	.....	.....	.....12	RAN, boom defence vessel (1943); returned .././...
FY.80	UKI	.....	.....	.....23	RAN; returned ../10/44.
Requisitioned 2/10/39					
FY.731	BOY PHILIP	.....	.....	.....30	RASC (1943); sold ../10/45.
Requisitioned ../11/39					
FY.81	BERMAGUI	Ailsa (Troon)	Ailsa (Troon)	 8.12	RAN, mine tender (1944).
FY.1865	BOY SCOUT	.....	.....	.....13	Barrage balloon vessel (19..).
.....	CIRCE	.....	.....	.....12	RAN MEDEA (1942); returned .././46.
.....	HUA TONG	.....	.....	.....27	Bombed Japanese aircraft Palembang River 13/2/42.
.....	MEDUSA	.....	.....	.....13	RAN MERCEDES (1942); returned ../8/42.
.....	SCYTHE <i>ex-Baltic, ex-Steffen</i>	 (Amsterdam)	.....	.....15	Sold 20/5/47.
W.23	SLOGAN <i>ex-Samson</i>	Antwerp Engineering (Hoboken)	Sachsenberg (Rosslau)	26	Laid-up (1943); returned .././45.
.....	SOLITAIRE <i>ex-Schelde</i>	.....	.....	.....04	Foundered off Normandie beaches 20/6/44.
.....	SOUVENIR	.....	.....	.....14	MOWT (1944); returned ../8/44.
.....	TRANG	.....	.....	.....12	Lost by fire Singapore 14/2/42.
Requisitioned ../12/39					
J.25	COOLEBAR <i>ex-Himatang, ex-Coolebar</i>	Ardrossan Dry Dock	Dunsmuir & Jackson (Glasgow)	11	RAN; store carrier (1944).
.....	MALACCA	.....	.....	.....27	Scuttled Tjemako River 19/2/42.
FY.82	NAMBUCCA	.....	.....	.....36	RAN, USN (1943); lost cause & place unknown ../12/45.
.....	SCYTHE <i>ex-Baltic</i>	.....	.....	.....15	Boom tender (1944); sold 20/5/47.
FY.1673	SERVITOR <i>ex-Captain A Letzer</i>	.....	.....	.....	Sold .././45.

.....	WARRAWEE	.....	.....	.....09	RAN; returned ../3/46.
Requisitioned 9/12/39					
FY.1961	BOY JOHN	.....	.....	.....14	Returned 4/7/45.
Requisitioned .././40					
.....	BOMBO	.....	.....	.....30	RAN, store carrier (1944).
.....	JERANTUT	.....	.....	.....27	Scuttled Palembang River 8/3/42.
.....	PAUL	.....	.....	.....	Returned .././46.
FY.99	TERKA	.....	.....	.....25	RAN, water carrier (1944).
.....	TITAN	.....	.....	.....28	Lost cause unknown Singapore area ../2/42.
FY.00	TOLGA	.....	.....	.....25	RAN, water carrier (1944).
.....	VIRGINIE	.....	.....	.....	Returned .././46.
.....	ZEILA	.....	.....	.....	Returned .././44.
Requisitioned ../2/40					
.....	MINNIE MOLLER	Trondheims Mekaniske	Trondheims Mekaniske	09	Lost unknown cause Hong Kong 31/12/41.
	<i>ex-Danmark, ex-Nidaros</i>	Verksteder	Verksteder		
.....	ST AUBIN	Harland & Wolff (Govan)	Harland & Wolff (Govan)	18	Laid-up (1943); returned .././45.
.....	ST SAMPSON	Hong Kong & Whampoa	Hong Kong & Whampoa	19	Foundered Red Sea 7/3/42.
Requisitioned 12/2/40					
FY.505	BLIGHTY	.....	.....	.....19	Polish Navy PODOLE (1943/44); returned 14/7/44.
Requiasitioned 21/2/40					
.....	BRACONHEATH	.....	.....	.....06	Danlayer; returned 11/2/44.
Requisitioned ../3/40					
.....	BANKA	.....	.....	.....14	Lost cause unknown off east coast of Malaya 10/12/41.
.....	WOKWANG	.....	.....	.....27	Lost unknown cause Singapore area ../2/42.
Purchased ../4/40					
FY.1634	BRAEMAR	.....	.....	.....27	Danlayer, JENNIFER (1940), patrol vessel (19...).
Requisitioned ../4/40					
.....	CHANGTEH	New Engineering & Ship-building (Shanghai)	New Engineering & Ship-building (Shanghai)	14	Bombed Japanese aircraft off Singapore 14/2/42.
Requisitioned ../5/40					
.....	THASOS	.....	.....	.....97	Returned .././43.
FY.1729	CAROLINE	.....	.....	.....30	Mined off Milford Haven 28/4/41.
	<i>ex-Johanna Carolina</i>				
Requisitioned ../6/40					
.....	CONTROL	.....	.....	.....	Auxiliary minesweeper (1943); returned .././...
.....	VICTORIA I	.....	.....	.....	Lost cause & place unknown 25/3/42.
.....	VICTORIA II	.....	.....	.....	De-gaussing vessel (1943).
Requisitioned ../7/40					
.....	DURRAWEE	.....	.....	.....19	RAN; returned .././46.
.....	GOONAMBEE	.....	.....	.....19	RAN; returned .././45.
Seized 3/7/40					
.....	ABEILLE 109	.....	.....	.....	Returned .././45.
.....	ABEILLE 110	.....	.....	.....	Returned .././45.
.....	ABEILLE 145	.....	.....	.....	Returned ../11/43.
.....	ABEILLE 148	.....	.....	.....	Returned .././45.
.....	ABEILLE 150	.....	.....	.....	Returned .././45.
.....	ABEILLE 152	.....	.....	.....	Returned ../11/43.
4.230	CONQUERANTE	.....	.....	.....34	Retroceded French Navy 24/11/45.
4.259	DRANQUET	.....	.....	.....35	Retroceded French Navy 10/7/45.
Requisitioned 8/7/40					
.....	KAI	.....	.....	.....26	Returned 11/5/46.
Requisitioned ../8/40					
.....	MURITAI	.....	.....	.....23	RNZN; returned .././46.
Requisitioned 8/8/40					
FY.1812	BRACONDENE	.....	.....	.....16	Returned 5/8/46.
Requisitioned 15/9/40					
.....	ALCIS	.....	.....	.....	Base ship FIREWORK (1944); returned 12/7/45.
.....	ANSAY	.....	.....	.....29	Harbour service tug (1944).
Requisitioned 17/9/40					
FY.1823	COURSER	.....	.....	.....05	CAVALCADE (1945); returned 31/1/2/46.
Requisitioned 24/9/40					
.....	GENERAL IV	.....	.....	.....36	Returned .././43.
Requisitioned ../10/40					
.....	RIO NERVION	.....	.....	.....	Returned .././46.
J.394	BORTING	.....	.....	.....12	Returned .././46.

Requisitioned ../11/40

.....	RATA	.....	.....	.....29	RNZN; returned 11/10/43.
FY.01	TOORIE	.....	.....	.....25	RAN; returned ../1/43.
.....	HAN WO	New Engineering & Ship- building (Shanghai)	New Engineering & Ship- building (Shanghai)	19	Captured IJN place unknown ../12/41.

Requisitioned 11/11/40

.....	TAURUS	A Hall (Aberdeen)	A Hall (Aberdeen)	 6.31	HYADES (1943); returned 26/4/46.
	<i>ex-Trusted, ex- Foremost 82</i>				

Requisitioned ../12/40

.....	NARANI	.....	.....	.....14	RAN; returned ../3/46.
.....	VIVACITY	.....	.....	.....10	Base tender (1943).

Requisitioned .././41

.....	AL HATHERA	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	12.27	Returned .././43.
	<i>ex-Kifaru</i>				
T.370	GALE	.....	.....	.....35	RNZN; returned ../10/44.
.....	JARAK	.....	.....	.....27	Bombed Japanese aircraft Singapore area 17/2/42
.....	KAIWAKA	.....	.....	.....37	RNZN, danlayer (1941); returned .././46.
T.400	KAPUNI	.....	.....	.....09	RNZN; returned .././46.
.....	NDOVU	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	28	Returned .././46.
.....	OCEAN EAGLE	.....	.....	.....19	RCN; returned .././44.
.....	PATERSON	Morrison Sinclair (Balmain)	Chapman (Sydney)	20	RAN; returned .././46.
.....	ROSS NORMAN	.....	.....	.....37	RCN, de-gaussing vessel (1941), auxiliary skid minesweeper (1943).
.....	SAMSON	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	02	Returned .././46.
.....	SPRAY	.....	.....	.....07	RCN; returned .././45.
.....	TAURUS (i)			31	HYADES (1943); returned .././45.

Requisitioned 7/1/41

.....	KLIAS			27	Scuttled off Palembang 15/2/42.
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Requisitioned 19/2/41

.....	SCOTT HARLEY			13	Lost unknown cause Indian Ocean 3/3/42.
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Requisitioned ../4/41

.....	COOMBAR			12	RAN; returned .././46.
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Requisitioned 26/4/41

.....	SEABY			29	Returned 5/7/45.
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Requisitioned 27/4/41

.....	ISLEWORTH				Returned .././44.
	LION				

Requisitioned 29/4/41

.....	INA ROSE			35	Returned 30/9/43.
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Requisitioned ../8/41

.....	BIRCHGROVE	J Lewis (Aberdeen)	J Lewis (Aberdeen)	11.30	RAN; returned .././46.
	PARK				
.....	LIBAN	.....	.....	.....	Returned 11/2/46.
.....	MARRAWAH	.....	.....	.....10	RAN, USN (1942/45); returned ../9/46.

Requisitioned ../9/41

.....	ALLENWOOD	J Wright (Cape Hawke)	Ross Duncan (Glasgow) & Melbourne Coal & Shipping	20	RAN; returned 1/10/46.
		Hawke)			
.....	EXERTION	.....	.....	.....	Returned ../12/43.
.....	KIANGA	.....	.....	.....22	RAN; returned .././46.

Requisitioned ../10/41

.....	ANDROMEDA	Philip (Dartmouth)	Philip (Dartmouth)	 3.33	Bombed German aircraft Valletta 18/4/42.
	<i>ex-RAF No. 300</i>				

Requisitioned .././42

FY.353	CHINTHE	Taikoo Dock (Hong Kong)	Taikoo Dock (Hong Kong)	32	RIN HATHI (19..); sold .././...
T.398	HAWERA			12	RNZN; returned ../12/46.
.....	KOOPA			11	RAN; returned .././44.

Purchased .././42

T.364	WAIRUA			13	RNZN; sold ../3/45.
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Requisitioned 10/10/42

.....	SERVIS	van Duijvendik (Lekkerkerk)	Bolinder-Munktell (Eskilstund)	 6.36	Returned ../1/45.
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Requisitioned .././43

.....	JAMUNA				Returned .././46.
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Requisitioned 1/5/43

.....	TRYME				Returned 27/2/46.
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Requisitioned ../11/43

FY.1787	BLOEMANDAAL			17	Returned 26/3/46.
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Auxiliary Mine Destructors

These mercantile conversions were an early attempt to combat the magnetic mine, and were made during the first half of 1940. They stowed a 300-ton electro-magnet, composed of 200ft long wire-wound steel rails, in the forward hold: a fitting which necessitated a vessel of larger than normal mine-sweeper dimensions. The magnetic field created was too close to the ship, so that in activating mine the hull was structually damaged; and could even result in the loss of the ship. The same 300-ton electro-magnet was then placed on a wooden skid, and towed behind a tug fitted with a pulsing generator. Although the magnetic field was now a safe distance astern, the skid and its electro-magnet were invariably lost when a mine was activated.

Fortunately, two very effective counter-measures were introduced: de-gaussing and the LL sweep. The former first required the ship to be de-magnetised by external wiping; and the de-gaussing equipment installed ship-board then kept the magnetic signature at a safe minimum level. The LL sweep consisted of twin buoyant copper cable 750ft long; so that not only was the mine exploded a safe distance astern, but the resulting explosion did not damage the cable. Perhaps the most signifcant advantage of the LL sweep was that it could be fitted in small vessels down to the size of a wood motor fishing vessel.

Mercantile conversion: ANDELLE.

3,170 tons: 260 (pp)/..... (oa) × 37½ × 19¾d/18 feet: two SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 20½in:33in:54in × 39in stroke) IHP 1,400 = 10 knots, coal tons (.....nm @ ...k): two 12pdr AA (2×1), eight ·5in AA (2×4), four ·303in AA machine (4×1) guns: comple-ment ...

In 1941 the multiple machine guns were replaced by two 20mm AA (2×1) guns.

Mercantile conversions: BORDE, †BURLINGTON.

3,290 except † 3,580 tons: 270½ (pp)/280¼ (oa) × 38¼ × 20½d/18½ feet: two SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 19½in:33in:54in × 39in stroke) IHP 1,450 = 10 knots, coal tons (.....nm @ ...k): two 12pdr AA (2×1), eight ·5in AA (2×4), four ·303in AA machine (4×1) guns: complement: ...

In 1942 the multiple machine guns were replaced by two 2pdr AA (2×1) guns.

Mercantile conversion: BUSHWOOD.

3,120 tons: 283 (pp)/293½ (oa) × 41½ × 21d/19 feet: two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 18½in:31in:52in × 39in

stroke) IHP 1,400 = 10 knots, coal tons (.....nm @ ...k): two 12pdr AA (2×1), eight ·5in AA (2×4), four ·303in AA machine (4×1) guns: comple-ment ...

Mercantile conversions: CORBRAE, †CORBURN, ‡CORFIELD.

3,000 except † 3,060 tons: 257 (pp)/265 (oa) × 39½ × 18¾d/17¼ feet: two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 16½in:26in:47in × 33in stroke except ‡ cyl 16in:25in:45in × 33in stroke) IHP 1,200 = 9½ knots, coal tons (.....nm @ ...k): two 12pdr AA (2×1), eight ·5in AA (2×4), four ·303in AA machine (4×1) guns: complement ...

In 1945 the *Corbrae* was re-armed with seven 20mm AA (7×1) guns.

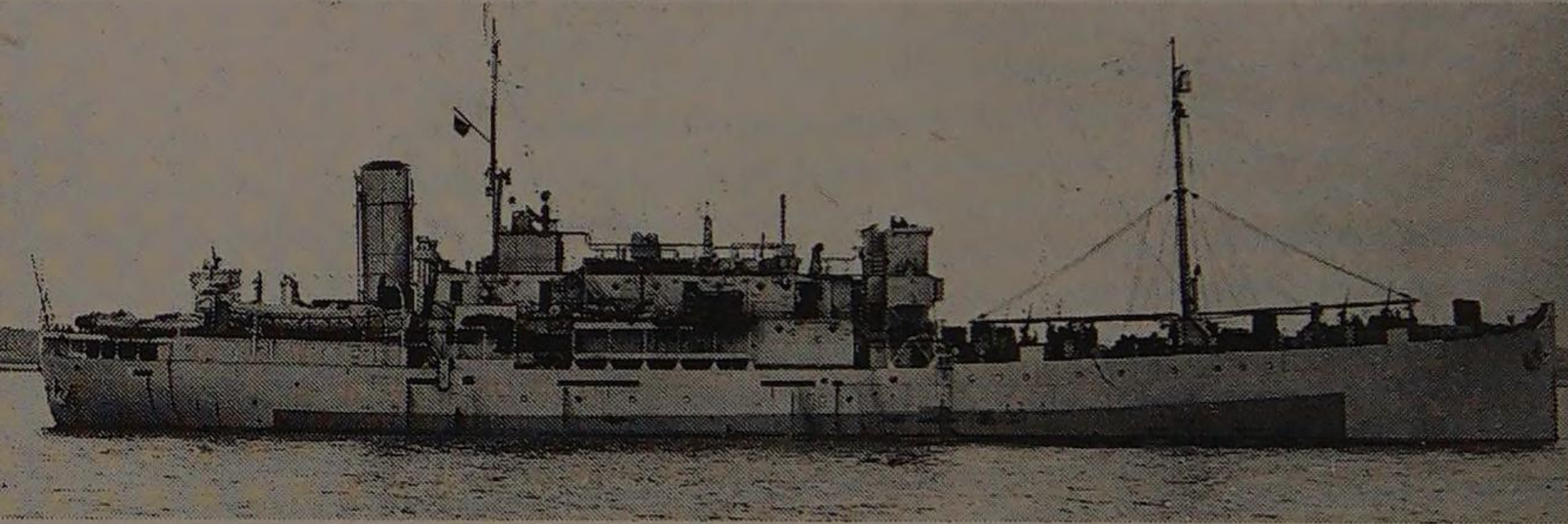
Mercantile conversion: QUEENSWORTH.

3,010 tons: 275 (pp)/..... (oa) × 40 × 20¼d/18½ feet: two SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 21in:35in:57in × 36in stroke) IHP 1,500 = 10½ knots, coal tons (.....nm @ ...k): two 12pdr AA (2×1), eight ·5in AA (2×4), four ·303in AA machine (4×1) guns: comple-ment ...

Mercantile conversions: SPRINGDALE, SPRINGTIDE.

2,830 tons: 251½ (pp)/260 (oa) × 40¼ × 20¼d/17½ feet: two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 16in:25in:45in × 33in stroke) IHP 1,200 = 9½ knots, O.F. tons (.....nm @ ...k): two 12pdr AA, eight ·5in AA (2×4), four ·303in AA machine (4×1) guns: complement ...

In 1943 the multiple machine guns were replaced by three 20mm AA (3×1).



Above: The initial response to the threat posed by the magnetic mine was to generate a magnetic field ahead of the ship by placing a 300-ton magnet forward. Consequently, the mine destructor *Andelle* was considerably larger than the typical auxiliary minesweeper, and was converted from a coastal collier. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Purchased 18/10/39					
FY.758	BORDE	Crown (Sunderland)	North-Eastern Marine (Sunderland)	 3.21	Repair ship (1942); sold T W Ward 11/4/45, arrived Milford Haven ../45 for scrapping.
Requisitioned 26/11/39					
.....	CORFIELD	Burntisland Shipbuilding	North-Eastern Marine (Sunderland)	 6.37	Mined off the Humber 8/9/41.
Requisitioned 7/12/39					
.....	CORBURN	Burntisland Shipbuilding	North-Eastern Marine (Sunderland)	 2.36	Mined off Le Havre 21/5/40.
Requisitioned 28/12/39					
F.130	BURLINGTON ex-Chartered	Crown (Sunderland)	North-Eastern Marine (Sunderland)	10.21	SOOTHSAYER (1941), FAIRFAX (1941), repair ship (1944); sold T W Ward 11/4/45, arrived Milford Haven ../45 for scrapping.
Requisitioned 5/1/40					
F.119	BUSHWOOD	Austin (Sunderland)	North-Eastern Marine (Sunderland)	30	De-gaussing vessel (1942), store carrier (1944), mercantile (name unchanged – 1946); scrapped Hong Kong ../51.

Requisitioned 9/1/40

FY.1951	CORBRAE	Burntisland Shipbuilding	North-Eastern Marine (Sunderland)	12.35	Repair ship (1944), mercantile <i>Kinburn</i> (1947), <i>Kentbrook</i> (1949), <i>Whitfleet</i> (1951); scrapped Dunston .././60.
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Requisitioned 12/1/40

F.123	ANDELLE	Austin (Sunderland)	Richardson Westgarth (Sunderland)	 1.22	Repair ship (1944); sold T W Ward .././45, arrived Briton Ferry ../4/45 for scrapping.
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Requisitioned 15/1/40

FY.1923	SPRINGDALE	Shorts (Sunderland)	North-Eastern Marine (Wallsend)	 9.37	De-perming vessel (1941), mercantile (name unchanged – (1947), <i>Eastdale</i> (1953), <i>Springdale</i> 1954); foundered off Ornskoldsvik 18/6/59.
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Requisitioned 31/1/40

4.94	SPRINGTIDE	Shorts (Sunderland)	North-Eastern Marine (Wallsend)	37	De-perming vessel (1941), mercantile (name unchanged – 1947), <i>Eastide</i> (1953), <i>Sullberg</i> (1957), <i>Granny Marigo</i> (1960), <i>Giuseppe Riccardi</i> (1961); scrapped Italy .././72.
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Requisitioned 13/2/40

.....	QUEENSWORTH	Austin (Sunderland)	J Dickinson (Sunderland)	 3.25	Bombed German aircraft North Sea 9/5/41.
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Requisitioned ../12/40

FY.98	GUNBAR	Ardrossan Shipbuilding	Dunsmuir & Jackson (Glasgow)	11	RAN, boom gate vessel (1943).
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Ordered 5/3/43

J.399	CYBELE	Scotts (Greenock) (1)		 5.44	Scrapped Troon ../10/46.
J.421	CYRUS	-do- (1)		 5.44	Wrecked Normandie beaches 5/12/44.

(1) Original contracts transferred from Denny (Dumbarton) and Swan Hunter & Wigham Richardson (Wallsend) respectively on ../2/44.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 23/4/40					
.....	INDIRA	.....	.....		
Requisitioned 19/6/40					
.....	ROSS NORMAN	Smith & Rhuland (Lunenburg)	Fairbanks Morse (Beloit)	37	RCN; returned .././44.
Requisitioned 30/7/40					
.....	REO II	Meteghan Shipbuilding	Fairbanks Morse (Beloit)	31	RCN; returned .././45.
Requisitioned 31/7/40					
.....	STANDARD COASTER	J S Gardner (Liverpool – NS)	Fairbanks Morse (Beloit)	27	RCN; returned .././44.
Requisitioned 23/4/41					
.....	BESS	Thames Tow Boat (New London)	J W Sullivan (New York)	19	Returned 6/3/42.
Requisitioned 26/4/41					
.....	RODEO	.....	.....	.....24	Returned 2/10/44.
Converted .././40					
J.141	MAC.1 ex-MTB.1, ex-MTB.7	British Power Boat (Hythe)	Napier (Acton)	5. 4.37	Unnamed ASR (B.034 – 1941), target boat CT.01 (1942).
J.150	MAC.2 ex-MTB.2	-do-	-do-	13. 8.36	Unnamed ASR (B.030 – 1941), target boat CT.02 (1942).
J.163	MAC.3 ex-MTB.3	-do-	-do-	24. 8.36	Target boat CT.03 (1942).
J.171	MAC.4 ex-MTB.4	-do-	-do-	22. 9.36	Target boat CT.04 (1942).
J.185	MAC.5 ex-MTB.5	-do-	-do-	12.10.36	Mined off The Gunfleet 26/12/40.
J.196	MAC.6 ex-MTB.19, ex-MTB.13 (ii), ex-MTB.7 (ii), ex-MTB.1 (i)	-do-	-do-	17. 5.36	Target boat CT.06 (1942).
J.177	MAC.7 ex-MTB.108 (i), ex-MTB.40K	Chantiers Navales de Meulan	Lorraine (.....)	8. 2.40	Foundered Portsmouth 22/12/40 & salvaged, trials craft, foundered Portsmouth .././45, salvaged ../10/45 & beached Gosport.

Paddle Minesweepers

The following vessels were all requisitioned in 1939, except for the *Whippingham* in 1941; but by 1943 only three remained as minesweepers, and except for two others employed in training the remainder had been converted into auxiliary AA vessels, or were being used as accommodation ships.

Many of the older vessels had been requisitioned during the First World War, which accounts for their previous naval names; while two—the *Queen*

of Kent and *Queen of Thanet*—were former Admiralty paddle minesweepers sold-out commercially after the First World War, and not surprisingly requisitioned for service again in 1939.

They were initially armed with a 12pdr AA gun forward, and several light AA guns; and even before their conversion to auxiliary AA vessels they already possessed a good AA armament of light guns.

Mercantile conversion: AMBASSADOR.

381 tons gross:

Mercantile conversion: BRIGHTON BELLE.

320 tons gross:

Mercantile conversion: BRIGHTON QUEEN.

519 tons gross:

Mercantile conversion: CITY OF ROCHESTER.

235 tons gross:

Mercantile conversion: DEVONIA.

520 tons gross:

Mercantile conversion: DUCHESS OF FIFE.

336 tons gross:

Mercantile conversion: DUCHESS OF ROTHESAY.

338 tons gross:

Mercantile conversion: EMPEROR OF INDIA.

See under auxiliary AA vessels for details.

Mercantile conversion: ESSEX QUEEN.

592 tons gross:

Mercantile conversion: GLEN AVON.

509 tons gross: 220 (pp)/..... (oa) × 27/.... (over paddle boxes) × 11¼d/8 feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 26½in:52in × 54in stroke) IHP 1,600 = 17 knots, coal tons (.....nm @ ...k): one 12pdr AA, two 2pdr AA (2×1), four 20mm AA (4×1), four ·303in AA machine (2×2) guns: complement ...

Mercantile conversion: GLEN GOWER.

The engines installed in this vessel were manufactured in 1893, and were first fitted in an earlier unidentified paddle excursion steamer.

553 tons gross: 235 (pp)/..... (oa) × 28½/.... (over paddle boxes) × 11½d/8 feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 26in:55in × 54in stroke) IHP 1,800 = 17½ knots, coal tons (.....nm @ ...k): one 12pdr AA, two 2pdr AA (2×1), four 20mm AA (4×1), four ·303in AA machine (2×2) guns: complement ...

Mercantile conversion: GLEN USK.

524 tons gross: 224¼ (pp)/..... (oa) × 28/.... (over paddle boxes) × 11¼d/8 feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 26½in:52in × 54in stroke) IHP 1,600 = 17 knots, coal tons (.....nm @ ...k): one 12pdr AA, three 2pdr AA (3×1), four ·303in AA machine (2×2) guns: complement ...

Mercantile conversion: GOATFELL.

See under auxiliary AA vessels for details.

Mercantile conversion: GRACIE FIELDS

393 tons gross:

Mercantile conversion: HELVELLYN.

See under auxiliary AA vessels for details.

Mercantile conversion: JEANNIE DEANS.

See under auxiliary AA vessels for details.

Mercantile conversion: KYLEMORE.

318 tons gross:

Mercantile conversion: LAGUNA BELLE.

See under auxiliary AA vessels for details.

Mercantile conversion: LORNA DOONE.

See under auxiliary AA vessels for details.

Mercantile conversion: MARMION.

409 tons gross: one 12pdr AA, eight ·5in AA (2×4), six ·303in AA machine (1×4/2×1) guns:

Mercantile conversion: MEDWAY QUEEN.

318 tons gross:

Mercantile conversion: MERCURY.

621 tons gross:

Mercantile conversion: ORIOLE.

441 tons gross:

Mercantile conversion: PLINLIMMON.

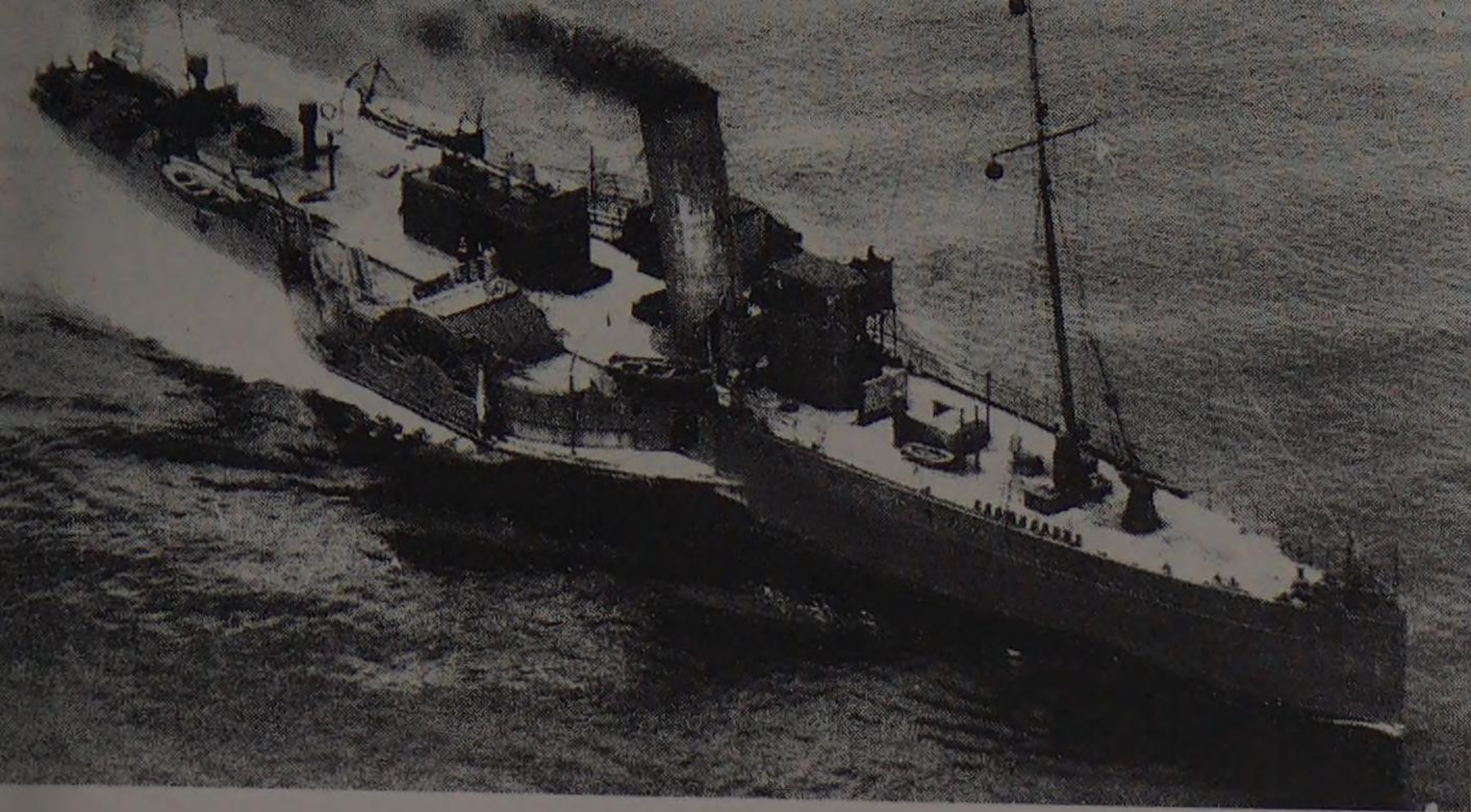
See under auxiliary AA vessels for details.

Mercantile conversion: PRINCESS ELIZABETH.

See under auxiliary AA vessels for details.

Mercantile conversion: QUEEN EMPRESS.

See under auxiliary AA vessels for details.



Above: The *Skiddaw* was converted from a paddle steamer for minesweeping because of her shallow draught. (IWM)

Mercantile conversions: QUEEN OF KENT, QUEEN OF THANET.

798/792 tons gross respectively:

Mercantile conversion: RAVENSWOOD.

See under auxiliary AA vessels for details.

Mercantile conversion: RYDE.

See under auxiliary AA vessels for details.

Mercantile conversion: SANDOWN.

See under auxiliary AA vessels for details.

Mercantile conversion: SCAWFELL.

See under auxiliary AA vessels for details.

Mercantile conversion: SKIDDAW.

See under auxiliary AA vessels for details.

Mercantile conversion: SNAEFELL.

477 tons gross:

Mercantile conversion: SOUTHSEA.

825 tons gross:

Mercantile conversion: THAMES QUEEN.

See under auxiliary AA vessels for details.

Mercantile conversion: WAVERLEY.

537 tons gross:

Mercantile conversion: WESTWARD HO.

See under auxiliary AA vessels for details.

Mercantile conversion: WHIPPINGHAM.

See under auxiliary AA vessels for details.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 29/8/39					
J.106	EMPEROR OF INDIA <i>ex-Mahratta, ex-Emperor of India, ex-Princess Royal</i>	Thornycroft (Woolston)	Thornycroft (Woolston)	06	Auxiliary AA vessel (1940).
Requisitioned ../9/39					
J.117	BRIGHTON BELLE <i>ex-Lady Evelyn</i>	J Scott (Kinghorn)	J Scott (Kinghorn)	00	Struck wreck off Gull lightbuoy 28/5/40 & foundered in tow.
J.28	BRIGHTON QUEEN <i>ex-Lady Moyra, ex-Gwalia</i>	J Brown (Clydebank)	J Brown (Clydebank)	05	Gunfire German shore artillery Dych shoal 1/6/40.
J.113	DEVONIA	J Brown (Clydebank)	J Brown (Clydebank)	05	Bombed German aircraft Dunkerque 31/5/40 & beached.
J.115	DUCHESS OF FIFE <i>ex-Duke of Fife, ex-Duchess, ex-Duchess of Fife</i>	Fairfield (Govan)	Fairfield (Govan)	03	Ferry service (1944), returned ../1/45 & sold.
J.107	DUCHESS OF ROTHESAY	J & G Thomson (Glasgow)	J & G Thomson (Glasgow)	95	Accommodation ship (1942).
J.125	GOATFELL <i>ex-Caledonia</i>	Denny (Dumbarton)	Denny (Dumbarton)	34	Auxiliary AA vessel (1942).
J.100	GRACIE FIELDS	Thornycroft (Woolston)	Thornycroft (Woolston)	36	Bombed German aircraft off La Panne 29/5/40.
J.108	JEANNIE DEANS	Fairfield (Govan)	Fairfield (Govan)	31	Auxiliary AA vessel (1941).
J.101	KYLEMORE <i>ex-Vulcan, ex-Britannia, ex-Kylemore</i>	Russell (Port Glasgow)	Rankin & Blackmore (Greenock)	97	Auxiliary netlayer (1940).
J.112	LAGUNA BELLE <i>ex-Southern Belle</i>	Denny (Dumbarton)	Denny (Dumbarton)	96	Auxiliary AA vessel (1942).
J.114	MARMION <i>ex-Marmion II, ex-Marmion</i>	Inglis (Pointhouse)	Inglis (Pointhouse)	06	Bombed German aircraft Harwich 9/4/41 & written-off as constructive total loss; salvaged & scrapped ../../41.
J.102	MERCURY	Fairfield (Govan)	Fairfield (Govan)	34	Mined off Milford Haven 24/12/40 & foundered in tow following day.

J.20	SANDOWN	Denny (Dumbarton)	Denny (Dumbarton)	34	Auxiliary AA vessel (1942).
J.103	SCAWFELL <i>ex-Jupiter</i>	Fairfield (Govan)	Fairfield (Govan)	37	Auxiliary AA vessel (1941).
J.80	SKIDDAW <i>ex-Britannia, ex-Britain, ex-Britannia</i>	S McKnight (Ayr)	Hutson (Glasgow)	96	Auxiliary AA vessel (1942).
J.118	SNAEFELL <i>ex-Waverley, ex-Barryfield, ex-Barry</i>	J Brown (Clydebank)	J Brown (Clydebank)	07	Bombed German aircraft off Sunderland 5/7/41.
J.51	WAVERLEY Requisitioned 9/9/39	Inglis (Pointhouse)	Inglis (Pointhouse)	99	Bombed German aircraft off Dunkerque 29/5/40.
J.48	MEDWAY QUEEN Requisitioned 12/9/39	Ailsa (Troon)	Ailsa (Troon)	24	Training ship (1944).
J.92	CITY OF ROCH- ESTER	J Scott (Kinghorn)	J Scott (Kinghorn)	04	Bombed German aircraft Chatham 19/5/41.
J.24	QUEEN OF KENT <i>ex-Atherstone</i>	Ailsa (Troon)	Ailsa (Troon)	16	Accommodation ship (1944).
J.30	QUEEN OF THANET <i>ex-Melton</i>	W Hamilton (Port Glasgow)	W Hamilton (Port Glasgow)	16	Accommodation ship (1944).
	Requisitioned 13/9/39				
J.101	ESSEX QUEEN <i>ex-Walton Belle</i>	Denny (Dumbarton)	Denny (Dumbarton)	97	Ambulance carrier (1940).
J.66	PLINLIMMON <i>ex-Cambria, ex-Cambridge, ex-Cambria</i>	H McIntyre (Alloa)	Hutson (Glasgow)	95	Auxiliary AA vessel (1942).
J.43	WESTWARD HO <i>ex-Westward Queen, ex-Westhope, ex-Westward Queen</i>	S McKnight (Ayr)	Hutson (Glasgow)	94	Auxiliary AA vessel (1942).
	Requisitioned 14/9/39				
J.12	THAMES QUEEN <i>ex-Queen of Southend, ex-Yarmouth Belle</i>	Denny (Dumbarton)	Denny (Dumbarton)	98	Auxiliary AA vessel (1942).
	Requisitioned 15/9/39				
J.104	GLEN AVON	Ailsa (Troon)	Ailsa (Troon)	12	Auxiliary AA vessel (1942).
J.16	GLEN GOWER	-do-	J & G Thomson (Glasgow)	22	GLEN MORE (1941), auxiliary AA vessel (1942).
	Requisitioned 16/9/39				
J.26	GLEN USK	Ailsa (Troon)	Ailsa (Troon)	14	Auxiliary AA vessel (1942).
	Requisitioned 22/9/39				
J.111	PRINCESS ELIZABETH	Day Summers (Southampton)	Day Summers (Southampton)	27	Auxiliary AA vessel (1942).
	Requisitioned 28/9/39				
J.120	HELVELLYN <i>ex-Juno</i>	Fairfield (Govan)	Fairfield (Govan)	37	Auxiliary AA vessel (1941).
	Requisitioned 27/10/39				
J.128	QUEEN EMPRESS	Murdoch & Murray (Port Glasgow)	Rankin & Blackmore (Greenock)	12	Auxiliary AA vessel (1942).
	Requisitioned ..11/39				
J.109	AMBASSADOR <i>ex-Embassy, ex-Duchess of Norfolk</i>	D & W Henderson (Glasgow)	D & W Henderson (Glasgow)	11	Training ship (1944).
J.110	ORIOLE <i>ex-Eagle III</i>	Inglis (Pointhouse)	Inglis (Pointhouse)	10	Accommodation ship (1944).
	Requisitioned 7/12/39				
J.135	LORNA DOONE	Napier, Shanks & Ball (Glasgow)	D Rowan (Glasgow)	91	Auxiliary AA vessel (1942).
	Requisitioned ../2/40				
J.131	SOUTHSEA	Fairfield (Govan)	Fairfield (Govan)	30	Mined off the Tyne 16/2/41, beached & written-off as constructive total loss.
	Requisitioned 27/2/40				
J.132	RYDE	Denny (Dumbarton)	Denny (Dumbarton)	37	Auxiliary AA vessel (1942).
	Requisitioned .././41				
J.136	WHIPPINGHAM	Fairfield (Govan)	Fairfield (Govan)	30	Auxiliary AA vessel (1942).

Motor Minesweepers

Only little attention was paid to mine clearance in rivers/estuarial waters pre-war, and the ability of aircraft to mine these areas heavily was severely underrated. Thornycroft completed two small craft fitted with light wire sweeps for inshore work, while a proposal from British Power Boat to adapt their motor torpedo boat for inshore sweeping was accepted. Despite performing satisfactorily the two Thornycroft craft were transferred to Turkey shortly after the outbreak of war; and the BPB project was abandoned, and the hull was utilised as a controlled target boat. In retrospect, neither type would have proved suitable for the sweeping of influence mines; but the Admiralty was unaware of this future threat at the time.

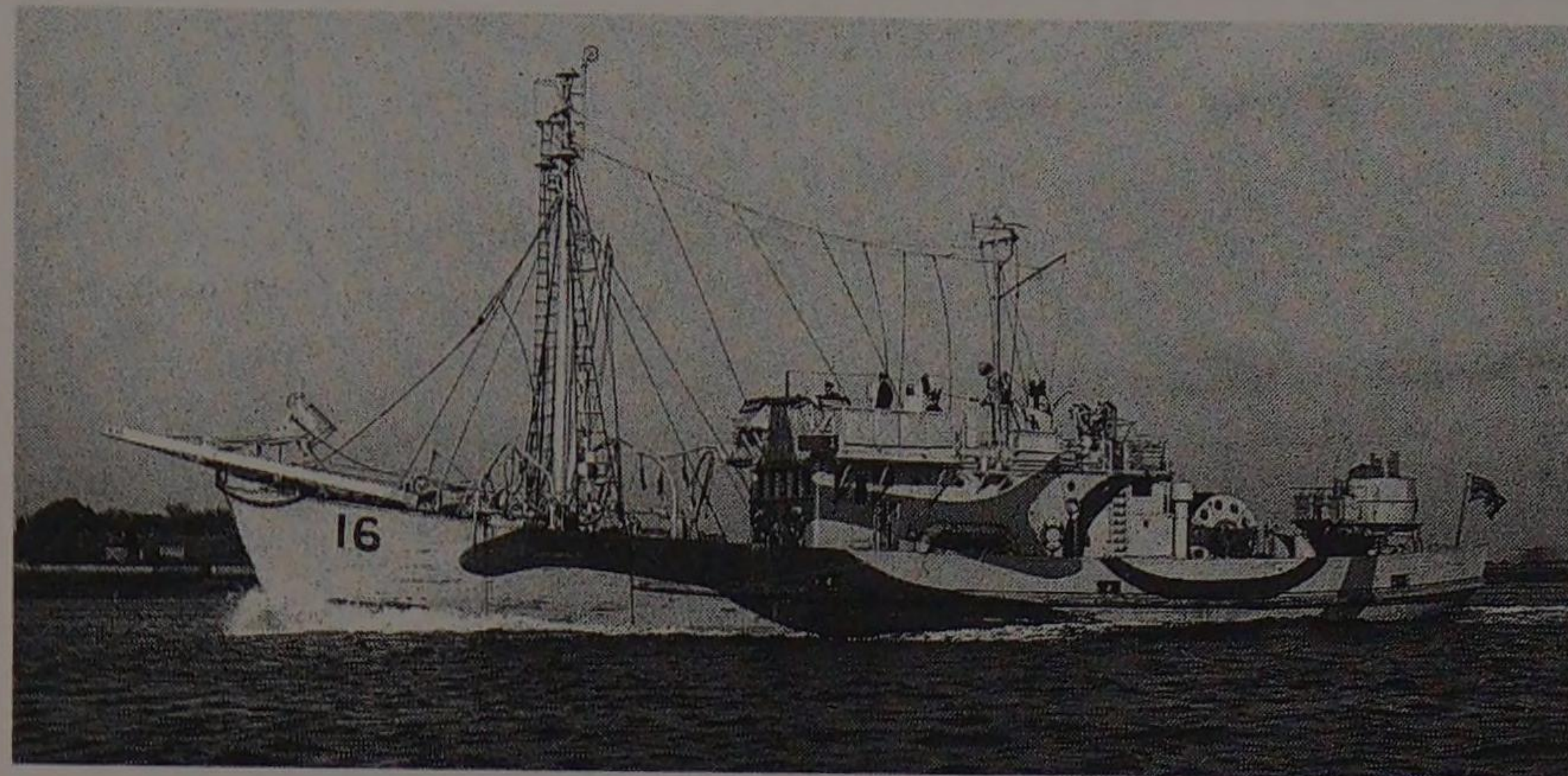
The ensuing design was the direct result of a weapon and counter-weapon: the magnetic mine which required a non-magnetic minesweeper, and the double longitudinal (LL) sweep which permitted such a vessel to be of modest dimensions. The design was entrusted to Richard Ironworks who, despite their incongruous title, were wooden boatbuilders of wide experience; and it closely followed fishing vessel practice. In order to reduce the magnetic signature the hull and superstructure were constructed of wood, which were then de-permed and de-gaussed to compensate for the machinery and other metal fittings.

The sweep was of buoyant twin copper cables, 750ft long, that were streamed from the stern; and when not in use was stowed on a large reel on the aft deck. Electric power for the sweep was provided by battery banks, kept charged by two 50kW diesel generator sets; and the current was not continuously applied, but pulsed at set intervals, to generate a magnetic field astern that would trigger a magnetic mine. While building the acoustic mine was introduced, so an acoustic hammer carried on an A-frame forward was fitted. Main propulsion was by a wide variety of diesel engines as no single source could meet the numbers required.

Such was the urgent need for these units that orders were also placed abroad at any yard that would undertake the work; but as the machinery, and much of the equipment, had to be supplied from the U.K., their construction was often subject to delays. The designed armament was a twin .5in machine gun mounting at the aft end of the superstructure deck, and twin .303in machine guns in the bridge wings. In some units a 20mm AA gun was added at the stern, and in others the .5in was later replaced by a 20mm AA gun. At the end of 1941 the design was lengthened some 20ft, and a short fo'c'sle was added, to improve seaworthiness and widen the radius of action. Single 20mm AA guns were mounted forward and aft, and in some units these were later replaced by twin 20mm mountings.

Orders were also placed in the U.S.A. under the terms of Lease/Lend, and the American counterpart—the YMS—differed considerably from the British unit. It was not adapted from a fishing vessel, but was designed by the United States Navy for its specific role; and had all the refinements of the warship. The YMS proved outstandingly successful, was armed with a 3in AA gun forward, and two 20mm AA (2×1) guns at the aft end of the fo'c'sle deck on each side, and was capable of world-wide employment. The initial British order was for 80 units, but this was later increased to 250 (BYMS.1/250—see *Note 1*). However, following the American entry into the war deliveries were curtailed to meet domestic demands. BYMS.1/80 were all turned over to the Royal Navy; but BYMS.81/250 were absorbed into the United States Navy although 70 were later transferred to the Royal Navy. The two groups were easily distinguishable: BYMS 1/80 had two small funnels, which were combined in a single casing in the subsequent units.

In the immediate post-war years there were large scale transfers of MMSs to former allied and enemy navies so that they could undertake mine clearance of their own territorial waters; and considerable numbers were sold-out commercially to augment the much depleted fishing fleets. In this connection the sturdy British MMS was naturally a more desirable commercial purchase than the refined American BYMS. However, the latter was a much preferred naval purchase; and in addition to minesweeping was readily adaptable to a patrol vessel, surveying vessel, etc.



Above: The No. 16 had the unusual arrangement of mounting a 20mm AA gun at the stern in addition to the twin .5in AA machine guns at the aft end of the superstructure. (IWM)

Thornycroft type: Nos. 1 & 2

Displacement: 32 tons (full load).

Dimensions: (pp)/75 × 14¼ × ...d/5 feet.

Machinery: Three shafts, Thornycroft RY/12 diesel engines BHP 1,425 = 15 knots.

Bunkers & radius: O.F. 2,000 gallons, 800nm @ 10k.

Armament: Four .303in AA (2×2) machine guns.

Complement: 11.

BPB type: No. 51.

Displacement: 18 tons (full load).

Dimensions: (pp)/60¼ (oa) × 13¼ × ...d/2F3¼A feet.

Machinery: Two shafts, Napier 12cyl Sealion petrol engines BHP 1,000 = 22 knots.

Bunkers & radius: Petrol 770 gallons,nm @ ..k.

Armament: Nil.

Complement: 9.

Admiralty type: Nos. 1/118, 123/313, COQUITLAM, CRANBROOK, DAERWOOD, KALAMALKA, LAVALLÉE, LLEWELLYN, LLOYD GEORGE, REVELSTOKE, ROSSLAND, ST JOSEPH.

Displacement: 225 tons (295 tons full load).

Dimensions: 105 (pp)/119 (oa) × 23 × 11d/9½ feet.

Machinery: One shaft, Atlas 7cyl (bore 250mm × 420mm stroke)/Burmeister & Wain/ Crossley 8cyl (bore 10½in × 13½in stroke)/Enterprise 8cyl (bore 12in × 15in stroke)/Fairbanks Morse 8cyl (bore 10in × 12½in stroke)/Harland & Wolff 5cyl (bore 280mm × 500mm stroke)/Mirrlees, Bickerton & Day 6cyl (bore 12½in × 19in stroke)/National Gas & Oil 6cyl (bore 10in × 13in stroke)/National Supply 8cyl (bore 9in × 12in stroke)/Newbury/Petters 6cyl (bore 7in × 14¼in stroke)/Ruston & Hornsby 8cyl (bore 10¼in × 14½in stroke) diesel engine BHP 500 = 11 knots.

Bunkers & radius: O.F. 26 tons, 550nm @ 10k.

Armament: Two .5in AA (1×2) & four .303in AA (2×2) machine guns.

Complement: 20.

It has not proved possible to establish the former identities of the following MMS (1) mercantile conversions, which are shown with their builder & original engine manufacturer (where known), viz.:—

Note 1: As was the practice at the time all U.K. orders had the prefix B added to the standard United States Navy designation.

Masen (19...) = *Arichat* (1942) Wilson Noble 1942; *Bellrock* (19...) G Forbes 1942; *Burin* (19...) Newfoundland 19.../FM; *Cape le Have* (19...) Clare Shipbuilding 1945; *Cape North* (19...) Clare Shipbuilding 1945; *Cornfish* (19...) Unknown 1943/Crossley; *Eileen C Macdonald* (19...) Shelburne 1941/FM; *Elizabeth Wareham* (19...) Belmont 1946/Enterprise; *Mishdakh* (19...) = *Hakim* (1947) Forbes 1941/Crossley; *Fremtiden* (1948) = *Hertha* (1952) Chantiers Maritime 1943; *Alo* (19...) = *Kru* (19...) Doig 1942; *Mardena* (19...) Steers 1941/Crossley; *Claire M* (19...) = *Margaret* (1949) Bodden 1945/Enterprise; *Skudafford* (19...) = *Mogsterfjord* (19...) England 1942; *Manitoba* (19...) = *Olvvan Fatima* (1949) = *Monte Alagre* (1951) Herd & McKenzie 19...; *Nagpur* (19...) Unknown (19...)/Mirlees; *Thoreli* (1949) = *Notoy* (1954) Lowestoft 1944; *Produsent* (1950) England 1943; *Redumer* Rowhedge 1940/British Auxiliaries; *Altanes* (19...) = *Rockcliff* (1955) Curtis (Par)/Crossley; *Safeina* (1952) Irrawadi Flotilla 1942/Crossley; *Southern Paul* (1948) Humphrey & Smith 1944/Crossley; *Southern Peter* (1948) Humphrey & Smith 1944/Crossley; *Skuloy* (19...) = *Taftoy* (1951) England 1944; *Bekkjarvik* (1949) = *Videng* (1952) England 1944. Four unknown units were transferred to the Israeli Navy ca 1950s.

Requisitioned type: Nos. 119/122.

Displacement: ... tons (216 tons gross).

Dimensions: 116 (pp)/130 (oa) × 26 × 11d/10 feet.

Below: The No. 12. Probably because nearly all the builders were not familiar with naval work, added to the lack of firm direction from the Admiralty, there was no uniformity with the numbers painted on the bows. The official pendant number was flag J superior followed by 500 added to the vessels number: hence No. 16 (see previous page) should have had J.516 painted up, as was correctly done with No. 12; in addition, the numbers are of different size and colour, and in different positions on the bow. (IWM)

Machinery: One shaft, Crossley 4cyl (bore 10½in × 13½in stroke) diesel engine BHP 275 = 9 knots.

Bunkers & radius: ... tons,nm @ ..k.

Armament: Two .303in AA (2×1) machine guns.

Complement: 18.

Admiralty type: Nos. 1001/1090, ALDER LAKE, ASH LAKE, BEECH LAKE, BIRCH LAKE, CEDAR LAKE, CHERRY LAKE, ELM LAKE, FIR LAKE, HICKORY LAKE, LARCH LAKE, MAPLE LAKE, OAK LAKE, PINE LAKE, POPLAR LAKE, SPRUCE LAKE, WILLOW LAKE.

Displacement: 360 tons (430 tons full load).

Dimensions: 126 (pp)/139¾ × 26 × 15d/10½ feet.

Machinery: One shaft, Atlas 6cyl (bore 13in × 16in stroke)/Crossley 8cyl (bore 10½in × 13½in stroke)/Enterprise 8cyl (bore 12in × 15in stroke)/Fairbanks Morse 5cyl (bore 12in × 15in stroke)/Harland & Wolff 5cyl (bore 280mm × 500mm stroke)/Mirlees, Bickerton & Day 6cyl (bore 13¾in × 21in stroke)/National Gas & Oil 6cyl (bore 10in × 13in stroke)/National Supply 8cyl (bore 12in × 15in stroke)/Newbury/Ruston & Hornsby 8cyl (bore 10¼in × 14½in stroke)/Vivian 8cyl (bore 9in × 12in stroke) diesel engine BHP 500 = 10 knots.

Bunkers & endurance: O.F. 54 tons,nm @ ..k.

Armament: Two 20mm AA (2×1) & four .303in AA (2×2) guns.

Complement: 24.

It has not proved possible to establish the former identities of the following MMS (2) mercantile conversions, which are shown with their builder/original engine manufacturer (where known), viz.:—



Polstjarnan (1947) = *Baldur* (1953) East Anglian 1942/National Supply; *Fenmore* (19...) Curtis (Totnes)/ Ruston; *Lucky* (19...) = *Vestfort* (1949) = *Herring* (1950) Curtis (Totnes); *Isle of St Anne* (1948) Curtis (Looe)/National Gas; *Le Vainqueur* (19...) Doig 1943/National Gas; *Le Vétéran* (19...) Rowhedge 1943/ Ruston; *Le Victorieux* (19...) England 1943/National Gas; *Christopher & Errol* (19...) = *Voorbok* (1947) = *Frances Repetto* (1954) Clare 1944/National Gas; *Neptunia* (1947) Wivenhoe 1944/H & W; *Dicky* (19...) = *Nina* (1948) East Anglian 1943/National Supply; *Pasteur* (19...) Curtis (Looe) 1946/Ruston; *Prestige* (19...) Wivenhoe 1944/National Supply; *Rifrock* (1947) = *Romos* (1954) Curtis (Par)/National Gas; *St Briavels* (1948) Wivenhoe 1942/National Supply; *Baro* (1948) = *Solnes* (1950) East Anglian 1943/H & W; *Admiral Fisher* (1947) = *Straumey* (1947) Harris 1943; *Uran* (1947) Herd & McKenzie 1944/H & W; *Admiral Hawkins* (1947) = *Urania* (1947) Rowhedge 1944/H & W; *Vabak* (1948) Unknown 1943/FM.

US Navy type: Nos. 1/80, 137, 141, 142, 148/150, 152/157, 161, 162, 167, 168, 171/175, 181, 182, 186/191, 194, 197, 202/214, 217, 221, 223, 225, 226, 229, 230, 232/234, 236, 240, 244, 246, 252/254, 256/258, 261, 264, 277/280, 282, 284.

Displacement: 207 (BYMS.1/80)/215 (BYMS.137 up) tons (260/268 tons full load).

Dimensions: 130 (pp)/136 (oa) × 23¼ × 12d/6½ feet.

Machinery: Two shafts, General Motors 8cyl (bore 6½in × 7in stroke) diesel engines BHP 1,000 = 14 knots.

Bunkers & endurance: O.F. 19 tons, 2,500nm @ 10k.

Armament: One 3in AA, two 20mm AA (2×1) guns.

Complement: 30.

“Cambus” class: CAMBUSDOON, CAMBUS-KENNETH, CAMBUSLANG, CAMBUSLIE.

No details available.

MMS (1) conversions

Dimensions 105 (pp)/119 (oa) × 23 × 11d/9½ feet

Mercantile name (date changed)/**Builder** (Country of build if not known)/

Date completed/Main engine (R/E re-engined):

MASEN (19..) = ARICHAT (1952) Wilson Noble 1942 R/E MWM 6cyl

BELLROCK (19..) G Forbes 1942 R/E Fairbanks Morse 5cyl 12in × 8in

BURIN (19..) Newfoundland Fairbanks Morse 5cyl 10in × 12½in

CAPE LE HAVE (19..) Clare Sbdg 1945 R/E Cooper Bessemer 8cyl 13in × 16in

CAPE NORTH (19..) Clare Sbdg 1945 R/E Cooper Bessemer 8cyl 13in × 16in

CORNFISH (19..) Unknown 1943 Crossley 6cyl 10½in × 13½in

CRANBROOK (19..) Star Shyd 5/44 Vivian 10cyl 9in × 12in

DAERWOOD (1947) Vancouver Shyds 4/44 Vivian 10cyl 9in × 12in

EILEEN C MACDONALD (19..) Shelburne 1941 Fairbanks Morse 5cyl 10in × 12½in

HADHAR (19..) Camper & Nicholson 1941 Crossley 8cyl 10½in × 13½in

MISHDAKH (19..) = HAKIM (1947) Forbes 1941 Crossley 8cyl 10½in × 13½in

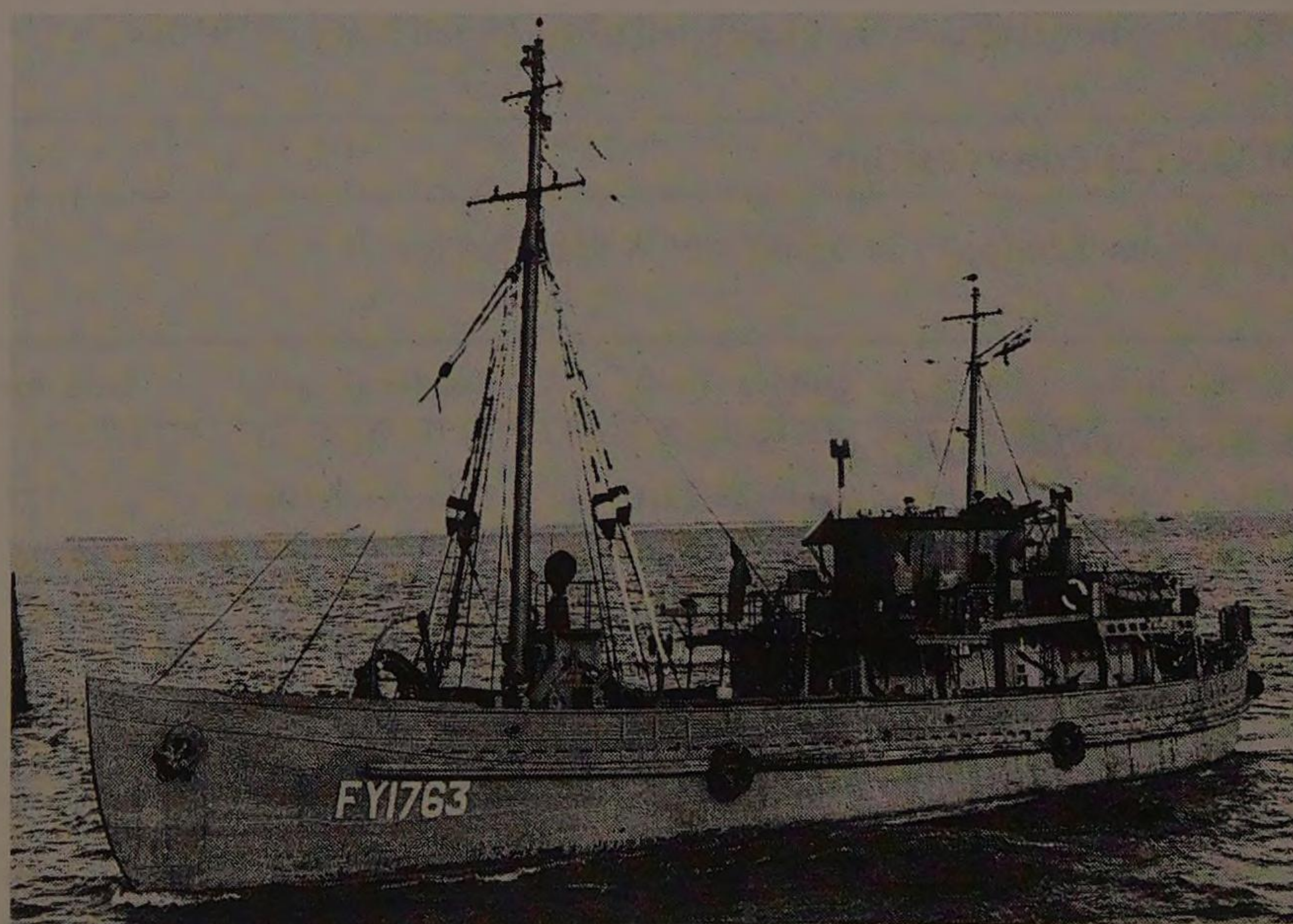
KALAMALKA (19..) Benson 10/44 Vivian 10cyl 9in × 12in

Right, upper: The *Oderin* was one of a group of four (Nos. 119/122) requisitioned units that were building in Newfoundland, and all served as danlayers and were allocated names. (IWM)

Right, lower: The No. 1017 was longer than the preceding class, had a short fo’c’sle, and was armed with two 20mm AA forward and aft. The pendant number was the fishery flag superior followed by the vessel’s number. (IWM)



Above: The Nos. 192 (top) and 57 (above). The latter is a post-war view; and is little altered except that the acoustic hammer and its A-frame forward have been removed, and a 20mm AA gun has replaced the machine guns at the aft end of the superstructure deck. (IWM/P. A. Vicary)



KIRKSONS (19..) Ryan (Cayman Is) 1943 Fairbanks Morse 6cyl 14in × 18in
ALO (19..) = KRU (19..) Doig 1942 R/E Fahrzeuge & Motorenwerke 6cyl
MARDENA (19..) Steers (Nfld) 1941 Crossley 4cyl 10½in × 13½in
CLAIRE M (19..) = MARGARET (1949) Bodden (Cayman Is) 1945 Enterprise 8cyl 12in × 15in
SKUDAFJORD (19..) = MOGSTERFJORD (19..) England 1942 R/E Jenstoperi 4cyl
MANITOBA (19..) = OLVVAN FATIMA (1949) = MONTE ALAGRE (1951) Herd & McKenzie R/E Fairbanks Morse 5cyl 12in × 15in
MOYLE R (19..) MacKay (Shelburne) 1942 Fairbanks Morse 6cyl 10in × 12½in
NAGPUR (19..) Unknown 19.. Mirrlees 6cyl 11in × 18in
THORELI (1949) = NOTOY (1954) Lowestoft 1944 R/E Skandia 2cyl
PRODUSENT (1950) England 1943 R/E Blackstone 6cyl
REDUMER (19..) Rowhedge I.W. 1940 British Auxiliary 7cyl
ALTANES (19..) = ROCKCLIFF (1955) Curtis (Par) 1942 Crossley 8cyl 10½in × 13½in
SAFEINA (1952) Irrawaddi Flotilla 1942 (L) Crossley 5cyl 10½in × 13½in
SOUTHERN PAUL (1948) Humphrey & Smith 1944 Crossley 8cyl 10½in × 13½in
SOUTHERN PETER (1948) Humphrey & Smith 1944 Crossley 8cyl 10½in × 13½in
SKULOY (19..) = TAFTOY (1951) England 1944 R/E Bolinders 2cyl
BEKKJARVIK (1949) = VIDENG (1952) England 1944 R/E Skandia 4cyl
ELIZABETH WAREHAM (19..) Belmont DD (Jamaica) 1946 Enterprise 8cyl 12in × 15in
FREMTIDEN (1948) = HERTHA (1952) Chantiers Maritime de St Laurent 6/43 R/E Jensk 3cyl
NOEL ROBERTS (19..) Earle W Johnson (Harbour Is, Bahamas) 1943 CooperBessemer 6cyl 9in × 12in
OK SERVICE V (19..) W C McKay (Shelburne) 1940 Fairbanks Morse 6cyl 10in × 12½in
OK SERVICE VI (19..) W C McKay (Shelburne) 1941 Fairbanks Morse 6cyl 10in × 12½in
OK SERVICE VIII (19..) Mahone Bay Sbdg 1944 Fairbanks Morse 6cyl 10in × 12½in
FOUR unknown units were transferred to the Israeli Navy ca1950s.

MMS (2) conversions

Dimensions 126 (pp)/139¾ (oa) × 26 × 15d/10½ feet

Mercantile name (date changed)/**Builder** (Country of build if not known)/**Date completed/Main engine** (R/E re-engined):
POLSTJARNAN (1947) = BALDUR (1953) East Anglian 1942 National Supply 8cyl 12in × 15in
BURIN (1945) Clarenville 1/45 Vivian 8cyl 9in × 12in?
CLARENVILLE (19..) Clarenville 1/44 Vivian 8cyl 9in × 12in?
CODROY (19..) Clarenville 7/45 Vivian 8cyl 9in × 12in?
FENMORE (19..) Curtis (Totnes) 1944 Ruston 8cyl 10¼in × 14½in
GLENWOOD (19..) Clarenville 6/45 Vivian 8cyl 9in × 12in?
LUCKY (19..) = VESTFORT (1949) = HERRING (1950) Curtis (Totnes) 1943 R/E Paxman 12cyl
ISLE OF ST ANNE (1948) Curtis (Looe) 1943 National Gas & Oil 6cyl 10in × 13in
LE VAINQUEUR (19..) Doig 1943 National Gas & Oil 6cyl 10in × 13in
FRANS NYVILLE (19..) = FLANDRIA (1951) Canadian Morse 1944 National Supply 8cyl 12in × 15in
LE VÉTÉRAN (19..) Rowhedge 1943 Ruston 8cyl 10¼in × ...in
LE VICTORIEUX (19..) England 1943 National Gas & Oil 10cyl 10in × 13in
CHRISTOPHER & ERROL (19..) = VOORBOK (1947) = FRANCES REPETTO (1954) Clare 1944 National Gas & Oil 8cyl 12in × 15in
NEPTUNIA (1937) Wivenhoe 1944 H & W 5cyl 280mm × 500mm
DICKY (19..) = NINA (1948) East Anglian 1943 National Supply 8cyl 12in × 15in
PASTEUR (19..) Curtis (Looe) 1946 Ruston
PLACENTIA (19..) Clarenville 12/45 Vivian 8cyl 9in × 12in
PRESTIGE (19..) Wivenhoe 1944 National Supply 8cyl 12in × 15in
Fishing craft (19..) = RIFROCK (1949) = ROMOS (1954) Curtis (Par) 1943 National Gas & Oil 6cyl 10in × 13in
ST BRIAVELS (1948) Wivenhoe 1942 National Supply 8cyl 12in × 15in
BARO (1948) = SOLNES (1950) East Anglian 1943 H & W 5cyl 280mm × 500mm
ADMIRAL FISHER (1947) = STRAUMEY (1947) Harris 1943 R/E MBD 6cyl
URAN (1947) Herd & McKenzie 1944 H & W ?cyl 280mm × 500mm
ADMIRAL HAWKINS (1947) = URANIA (1947) Rowhedge 1944 H & W ?cyl 280mm × 500mm
VABAK (1948) Unknown 1943 Fairbanks Morse 5 cyl 12in × 15in
It is a matter of speculation whether any cancelled MMSs—providing they were launched—were completed as merchant ships by another shipyard. Completion dates shown in Lloyd’s Register have proved generally inaccurate for MMSs.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 24/12/36							
N.08	MMS.1 (i)	Thornycroft (Hampton)	Thornycroft (Basingstoke)	37	12.10.37	2. 5.38	Turkish Navy KAVAK (1939).; lost cause & place unknown .././47.
N.21	MMS.2 (i)	-do-	-do-	37	12. 5.38	27. 5.38	Turkish Navy CANAK (1939); sold .././50s.
Ordered 4/3/37							
.....	MMS.51 (i)	British Power Boat (Hythe)	Napier (Acton)	37	38	28. 4.38	MTB.100 (1940).
Ordered 17/1/40							
J.501	MMS.1 (ii)	Richards (Lowestoft)	Crossley (Reddich)	40	3. 8.40	19.11.40	RHN CHIMARRA (1946/51); sold 21/3/55 & scrapped.
J.503	MMS.3	R Irvin (Peterhead)	Harland & Wolff (Belfast)	40	2.10.40	 4.41	Sold Italy .././45.
J.504	MMS.4	Herd & McKenzie (Buckie)	-do-	40	40	21. 3.41	Leased ../9/45 for commercial use.
J.505	MMS.5	Camper & Nicholson (Gosport)	Crossley (Reddich)	40	40	11. 5.41	RHN MIKONIS (1946/51), MMS.1505 (1956); sold 1/10/56.
J.506	MMS.6	J W & A Upham (Brixham)	-do-	40	41	1. 6.41	Mercantile <i>Oyland</i> (1948); scrapped .././82.
J.508	MMS.8	Richards (Lowestoft)	-do-	40	41	8. 1.41	Mined off Normandie beaches 24/6/44.
J.510	MMS.10	J & W Noble (Fraserburgh)	Harland & Wolff (Belfast)	40	31.10.40	30. 5.41	Italian Navy unnamed (DR.201 – 1946/50), TRV.20 (1950); sold 26/5/56.

J.511	MMS.11	-do-	-do-	40	2.10.40	11. 4.41	Sold .././46.
J.512	MMS.12	J & G Forbes (Sandhaven)	-do-	40	16.10.40	29. 4.41	Mercantile <i>Simba</i> (1945).
J.513	MMS.13	MacDuff Engineering	-do-	40	40	30. 5.41	Leased ../9/45 for commercial use.
J.514	MMS.14	W Reekie (St Monance)	Atlas (Govan)	40	40	 5.41	Sold .././46.
J.515	MMS.15	Wivenhoe Shipyard	-do-	40	40	22. 3.41	Sold .././46.
J.516	MMS.16	-do-	-do-	40	40	30. 4.41	Mercantile <i>Tuwian</i> (1948), <i>Tass</i> (1949).
J.517	MMS.17	-do-	-do-	40	15. 2.41	30. 5.41	Sold .././46.
J.519	MMS.19	Richards (Lowestoft)	Crossley (Reddich)	40	2.11.40	 2.41	Humber Sea Scouts (1945).
J.521	MMS.21	Herd & McKenzie (Buckie)	Harland & Wolff (Belfast)	40	41	11. 6.41	French Navy (D.241/D.361 – 1944/47); sold .././48.
J.522	MMS.22	Husband's Yacht (Marchwood)	Crossley (Reddich)	41	41	22.11.41	Leased ../9/45 for commercial use.
J.523	MMS.23	Husband's Yacht (Cracknor)	-do-	41	18.10.41	30. 3.42	Mercantile <i>Thoreli</i> (1945).
J.524	MMS.24	F Curtis (Looe)	Atlas (Govan)	40	41	2. 6.41	Mercantile <i>Dan</i> (1947).
J.525	MMS.25	-do-	-do-	40	41	19. 7.41	Sold ../11/45.
J.526	MMS.26	F Curtis (Par)	-do-	41	41	4. 8.41	Mercantile <i>Skavsen</i> (1949).
J.527	MMS.27	F Curtis (Looe)	-do-	41	41	14.10.41	For sale ../11/45.
J.528	MMS.28	F Curtis (Par)	-do-	41	41	14. 9.41	Mercantile <i>Hordabø</i> (1948)
J.529	MMS.29	Camper & Nicholson (Gosport)	Crossley (Reddich)	40	41	 7.41	For sale ../1/46.
J.531	MMS.31	W Reekie (Anstruther)	Atlas (Govan)	40	41	 6.41	For sale ../9/46.
J.532	MMS.32	MacDuff Engineering	Harland & Wolff (Belfast)	40	41	 8.41	Italian Navy unnamed (DR.202 – 1946/50); sold 3/6/55.
J.533	MMS.33	J & G Forbes (Sandhaven)	Harland & Wolff (Belfast)	40	12. 3.41	20. 6.41	Sold ../7/46.
J.534	MMS.34	J & W Noble (Fraserburgh)	-do-	40	41	10. 7.41	Italian Navy unnamed (DR.203 – 1946/49); sold ../10/55.
J.535	MMS.35	-do- (1)	-do-	40	12. 4.41	10. 8.41	MMS.1534 (19...); burnt-out off Tunisian coast 2/6/52
J.542	MMS.42	F Curtis (Looe)	Atlas (Govan)	40	41	18. 7.41	Italian Navy unnamed (DR.204 – 1946/49); sold 22/2/55.
J.543	MMS.43	-do-	-do-	41	41	5. 9.41	Mercantile <i>Alvaid</i> (1948).
J.546	MMS.46	J L Bolson (Poole)	Crossley (Reddich)	41	41	25.11.41	RBN (1944/46); sold .././...
Ordered 23/1/40							
J.502	MMS.2 (ii)	G Forbes (Peterhead) (Belfast)	Harland & Wolff	40	3.10.40	19. 4.41	RHN TEPELNI (1946/51), MMS.1546 (1956), mercantile <i>Loch Arkaig</i> (1957); foundered off Almeira 13/9/82.
J.520	MMS.20	-do-	-do-	40	28.12.40	3. 6.41	Sold ../7/46.
Ordered 13/2/40							
J.536	MMS.36	Rowhedge Ironworks (2)	Atlas (Govan)	40	12. 4.41	5. 7.41	RDN (1946/48), MMS.1536 (1956); sold ../11/58 & scrapped.
J.537	MMS.37	-do- (2)	-do-	40	41	18. 8.41	Mercantile <i>Stensund</i> (1948).
J.539	MMS.39	Richards (Lowestoft)	Crossley (Reddich)	40	4. 1.41	26. 9.41	Mined Thames estuary 7/8/41,
J.540	MMS.40	-do-	Ruston & Hornsby (Lincoln)	40	15. 3.41	10. 6.41	Mercantile <i>Rita</i> (1951).
J.547	MMS.47	J W & A Upham (Brixham)	Mirrlees, Bickerton & Day (Stockport)	41	14. 5.41	18. 8.41	French Navy unnamed (D.251/D.363 – 1944/47); for sale .././50.
J.548	MMS.48	-do-	-do-	41	9. 8.41	13.10.41	Italian Navy unnamed (DR.205 – 1946/50); sold ../10/55.
Ordered 1/3/40							
J.507	MMS.7	Husband's Yacht (Marchwood)	Crossley (Reddich)	40	41	7. 8.41	Sold .././46.
J.509	MMS.9	P K Harris (Apple-dore)	Mirrlees, Bickerton & Day (Stockport)	40	5. 9.40	24. 3.41	French Navy unnamed (D.252 – 1944/D.364 – 1944/47); sold 6/4/48.
Ordered 9/3/40							
J.518	MMS.18	Philip (Dartmouth)	Crossley (Reddich)	40	40	12.40	Mercantile <i>Fjellheim</i> (1948).
Ordered 18/3/40							
J.538	MMS.38	P K Harris (Apple-dore)	Mirrlees, Bickerton & Day (Stockport)	40	16. 4.41	6. 8.41	Sold ../7/46.
Ordered 11/6/40							
J.541	MMS.41	Richards (Lowestoft)	Ruston & Hornsby (Lincoln)	41	14. 5.41	28. 7.41	Mercantile <i>Vaeran</i> (1949).
J.544	MMS.44	-do-	-do-	41	28. 6.41	18. 9.41	Mercantile <i>Flatholm</i> (1946), <i>Talaria</i> (1948).
J.545	MMS.45	-do-	-do-	41	23. 8.41	10.41	Mercantile <i>Eihalm</i> (1946); lost cause & place unknown 16/12/48.
J.549	MMS.49	J Morris (Gosport)	Crossley (Reddich)	41	41	7. 4.42	French Navy unnamed (D.377 – 1945/47); sold .././...
Ordered 14/6/40							
J.550	MMS.50	Clapson (Barton)	Harland & Wolff (Belfast)	40	12. 4.41	23. 8.41	Italian Navy unnamed (DR.206 – 1946/49), MMS.1550 (1956); sold ../10/57.

Ordered 5/7/40

J.530 MMS.30 Philip (Dartmouth) Crossley (Reddich)4041 7.41 For sale ../12/45.

Ordered 26/7/40

J.551 MMS.51 (ii) United Engineers Atlas (Govan)41 10. 6.41 29.11.41 Gunfire IJN surface craft south of Java 4/3/42 & scuttled.

J.552 MMS.52 -do- -do-41 6.10.41 Destroyed incomplete Singapore ../2/42.

Ordered 1/8/40

J.597 MMS.97 Brunton (Cochin) (3) Crossley (Reddich)41 6.41 9. 3.46 RIN (1943); sold 29/11/46.

J.598 MMS.98 -do- (3) -do-41 7.41 22. 3.46 RIN (1943); sold 29/11/46.

Ordered 30/8/40

J.629 MMS.129 Brunton (Cochin) Crossley (Reddich)41 5. 3.42 5.43 RIN (1943), RPN MUJAHID (1948); sold .././50.

J.630 MMS.130 -do- -do-41 5. 3.42 6.43 RIN (1943); sold .././54.

J.631 MMS.131 -do- -do-41 7. 5.42 3.44 RIN (1943), RPN GHAZI (1948); sold .././...

J.632 MMS.132 -do- -do-41 21. 5.42 1.44 RIN BARQ (1944), MMS.1632 (1956); sold .././59.

Ordered 5/9/40

J.553 MMS.53 Herd & McKenzie Crossley (Reddich)4141 10.10.41 RHN KORYTSA (1946/51), MMS.1553 (1956); sold 1/10/58.

J.554 MMS.54 -do- -do-41 22. 9.41 25.12.41 RNethN MARKEN (ii) (1944/MV.7 – 1946/M.863 – 1950), Sea Cadet Corps (1957), mercantile *Elizabeth Smit* (19..).

J.555 MMS.55 R Irvin (Peterhead) -do-40 28. 4.41 3. 9.41 Mined off Normandie beaches 10/7/44.

J.556 MMS.56 J & W Noble (Fraserburgh) -do-4141 21.10.41 Hong Kong RNVR (1954), MMS.1556 (1956); sold ../5/59.

J.557 MMS.57 -do- -do-41 21.10.41 22. 2.42 MMS.1557 (1956); sold 3/1/57.

J.558 MMS.58 J L Bolson (Poole) -do-4141 30. 4.42 RHN ARGYROKASTRION (1946/51), RNVR THAMES (1954); lost by fire off Dunkerque 17/4/54. Sold .././46.

J.559 MMS.59 J & G Forbes (Sandhaven) -do-41 25. 6.41 12. 9.41

J.560 MMS.60 -do- -do-41 23. 9.41 27.11.41 Sold .././46.

J.561 MMS.61 MacDuff Engineering -do-41 19. 7.41 14.12.41 For sale ../3/46.

J.562 MMS.62 -do- -do-41 9. 2.42 15. 6.42 Mercantile *Styrffjell* (1947).

J.563 MMS.63 W Reekie (St Monance) -do-41 29. 1.42 2.42 Turkish Navy BAFRA (1946).

J.564 MMS.64 W Reekie (Anstruther) -do-42 19.11.42 3. 4.42 Sold Pounds (Portsmouth) .././45.

J.565 MMS.65 Husband's Yacht Crossley (Reddich)41 16. 1.42 27. 7.42 Turkish Navy BANDIMA (1946).

J.566 MMS.66 -do- -do-42 2. 5.42 2. 9.42 For sale ../11/45.

J.567 MMS.67 -do- -do-42 29. 6.42 29.11.42 French Navy unnamed (D.375 – 1945/47); sold 30/1/48.

J.568 MMS.68 Richards (Lowestoft) -do-41 11.10.41 28.12.41 Mined off Cephalonia 4/2/45.

J.569 MMS.69 -do- -do-41 22.11.41 19. 2.42 Sold for houseboat conversion ../4/54.

J.570 MMS.70 -do- -do-41 6. 1.42 18. 5.42 Mined Gulf of Taranto 24/9/43.

J.571 MMS.71 East Anglian Constructors (Lowestoft) -do-41 4. 4.42 6.42 Mercantile *Hepo* (1946), *Vepo* (1951)?

J.572 MMS.72 -do- -do-41 7. 3.42 5.42 Mercantile *Vortdal* (1946); scrapped .././61.

J.573 MMS.73 -do- -do-42 13. 6.42 12.11.42 RNethN TEXEL (1942/MV.11 – 1946/M.866 – 1950); Dutch Sea Cadet Corps (1957).

J.574 MMS.74 F Curtis (Par) Atlas (Govan)4141 19.10.41 Mercantile *Klungsholm* (1949).

J.575 MMS.75 -do- -do-4141 16.11.41 Mercantile *Everi* (1948).

J.576 MMS.76 Richards (Lowestoft) -do-4141 1.42 Mercantile *Kidd* (1946).

J.577 MMS.77 -do- -do-41 6.10.41 26. 1.42 RBN (1944/45); lost by fire The Nore .././45 & written-off as constructive total loss.

J.578 MMS.78 -do- -do-41 7. 8.41 7.12.41 For sale ../11/45.

J.579 MMS.79 J & G Forbes (Sandhaven) Crossley (Reddich)4141 21. 9.41 Hong Kong RNVR (1952), MMS.1579 (1956); sold ../5/59.

J.580 MMS.80 -do- Mirrlees, Bickerton &41 26. 8.41 24.11.41 Sold 14/2/46.

J.581 MMS.81 -do- -do-41 6.11.41 21. 2.42 For sale ../1/46.

J.582 MMS.82 Wivenhoe Shipyard Atlas (Govan)41 6. 9.41 21.11.41 For sale ../11/45.

J.583 MMS.83 -do- -do-41 10.11.41 22.12.41 RDN (1946/49); MMS.1583 (1956), sold 15/1/57 & scrapped.

J.584 MMS.84 -do- -do-41 22.11.41 23. 2.42 RDN (1945/48), MMS.1584 (1956); scrapped Hong Kong 1958.

J.585 MMS.85 -do- -do-41 14. 2.42 10. 7.42 Sold ../7/48.

J.586 MMS.86 -do- -do-42 2. 5.42 10. 9.42 RDN (1945/46), MMS.1586 (1956), RAF SEAMOR (1959), mercantile *Celtic Lord* (19..); scrapped Inverkeithing 1982.

J.587 MMS.87 -do- Crossley (Reddich)42 30. 5.42 27.10.42 Sold 9/12/46 for mercantile conversion.

J.588 MMS.88 Philip (Dartmouth) -do-41 21.11.41 16. 3.42 Turkish Navy BARTIN (1946); burnt-out off Oostende 17/4/54.

J.589	MMS.89	J Morris (Gosport)	-do-	41	23. 8.41	5. 1.42	Mined off Bizerte 12/5/43.
J.590	MMS.90	-do-	-do-	41	25.11.41	17. 6.42	Soviet Navy unnamed (T.108 – 1942/62).
J.591	MMS.91	-do-	-do-	41	18. 2.42	27.11.42	French Navy unnamed (D.374 – 1945/47; sold .././48.
J.592	MMS.92	P K Harris (Appledore)	Mirrlees, Bickerton & Day (Stockport)	41	18.10.41	26. 1.42	Mercantile <i>Kimo</i> (1949); scrapped 1980.
Ordered 28/9/40							
J.595	MMS.95	Bailey (Hong Kong)	Crossley (Reddich)	41	20.11.41	.....	Destroyed incomplete Hong Kong ../12/41.
J.596	MMS.96	-do-	-do-	41	6.12.41	.....	Destroyed incomplete Hong Kong ../12/41.
Ordered 7/11/40							
J.593	MMS.93	United Engineers (Singapore)	Crossley (Reddich)	41	31. 8.41	.....	Destroyed incomplete Singapore ../2/42.
J.594	MMS.94	-do-	-do-	41	31. 8.41	.....	Destroyed incomplete Singapore ../2/42.
Ordered 4/12/40							
J.609	MMS.109	J Morris (Gosport)	Crossley (Reddich)	41	30. 4.42	12.10.42	MMS.1609 (1956); sold Pounds (Portsmouth) ../8/56.
J.610	MMS.110	-do-	-do-	42	3. 6.42	23.11.42	Sold 10/1/56.
J.611	MMS.111	-do-	-do-	42	17. 8.42	21. 1.43	Mercantile <i>Santo</i> (1946).
J.612	MMS.112	-do-	-do-	42	3. 9.42	15. 3.43	RBN (1944); sold 3/1/47.
J.613	MMS.113	Wivenhoe Shipyard	-do-	... 11.40	41	25. 9.41	For sale ../11/45.
J.614	MMS.114	-do-	-do-	41	22.12.41	23. 4.42	Sold .././46.
J.615	MMS.115	-do-	-do-	41	2. 4.42	7. 8.42	For sale ../11/45.
J.616	MMS.116	J S Doig (Grimsby)	Mirrlees, Bickerton & Day (Stockport)	41	23. 8.41	13.12.41	French Navy unnamed (D.261 – 1944/D.365 – 1945/47); sold ca1948.
J.617	MMS.117	-do-	-do-	41	5.11.41	7. 4.42	Mined off Civita Vecchia 1/9/44.
J.618	MMS.118	-do-	-do-	41	5. 2.42	14. 6.42	French Navy unnamed (D.262 – 1944/D.366 – 1945/47), mercantile <i>Alo</i> (1948), <i>Krii</i> (1952).
Requisitioned .././41							
J.619	MMS.119	H Stone (St Johns)	Crossley (Reddich)	41	 1.41	16. 8.41	EMBERLEY (1942); for sale ../11/45.
J.6220	MMS.120	-do-	-do-	41	 1.41	16. 8.41	ODERIN (1942); for sale ../11/45.
J.621	MMS.121	-do-	-do-	41	 1.41	12. 9.41	MARTICOT (1942); for sale .././48.
J.622	MMS.122	-do-	-do-	41	 1.41	12. 9.42	MERASHEEN (1942); for sale ../1/46.
Ordered .././41							
J.278	LLEWELLYN	Chantiers Maritime de St Laurent	Vivian (Vancouver)	41	14.11.41	24. 8.42	RCN, mercantile (1959).
J.279	LLOYD GEORGE	-do-	-do-	41	14.11.41	24. 8.42	RCN; sold .././59.
Ordered 12/1/41							
J.623	MMS.123	Bailey (Hong Kong)	National Supply (Springfield)	41	.....	.....	Destroyed on stocks Hong Kong ../12/41.
J.624	MMS.124	-do-	-do-	41	.....	.....	Destroyed on stocks Hong Kong ../12/41.
J.625	MMS.125	United Engineers (Singapore)	-do-	41	28. 9.41	.....	Destroyed Singapore ../2/42.
J.626	MMS.126	-do-	-do-	41	.....	.....	Destroyed on stocks Singapore ../2/42.
J.627	MMS.127	-do-	-do-	41	26.10.41	.....	Destroyed Singapore ../2/42.
J.628	MMS.128	-do-	-do-	41	.....	.....	Destroyed on stocks Singapore ../2/42.
Ordered 13/1/41							
J.599	MMS.99	Wagstaff & Hatfield (Port Greville)	Fairbanks Morse (Beloit)	41	21.10.41	24.11.42	Italian Navy unnamed (DR.207 – 1946/50); sold ../3/55 for houseboat conversion.
J.600	MMS.100	-do-	-do-	41	4.11.41	16.12.42	Italian Navy unnamed (DR.208 – 1946/50); sold ../8/55.
J.602	MMS.102	-do- (4)	-do-	41	25.10.41	28. 6.42	Italian Navy unnamed (DR.209 – 1945/50); sold ca1956.
J.603	MMS.103	Shellburne Shipbuilders	-do-	41	4. 5.42	30. 9.42	Sold ../10/56.
J.604	MMS.104	Clare Shipbuilding (Metaghan)	-do-	41	5. 8.41	4. 7.42	Italian Navy unnamed (DR.210 – 1946/51); sold 25/2/54.
J.605	MMS.105	-do-	-do-	41	30. 9.41	4. 7.42	Italian Navy unnamed (DR.211 – 1946/51); sold 25/2/54.
Ordered 31/1/41							
J.633	MMS.133	J & W Noble (Fraserburgh) (1)	Harland & Wolff (Belfast)	41	6. 9.41	29. 1.42	French Navy unnamed (D.291 – 1944/D.367 – 1945/47); sold ../12/47.
J.634	MMS.134	-do- (1)	-do-	41	5. 1.42	13. 4.42	French Navy unnamed (D.292 – 1944/D.368 1945/46); sold .././...
J.635	MMS.135	Clapson (Barton)	-do-	41	22.10.41	31. 3.42	Italian Navy unnamed (DR.212 – 1946/49), mercantile <i>Queen of Peace</i> (1956), <i>Trevisan</i> (1970); foundered Gulf of Sirte .././77.
J.636	MMS.136	R Irvin (Peterhead)	-do-	41	6. 9.41	7. 2.42	Mercantile <i>Vestfold III</i> (19..), <i>Rambla</i> (1947), <i>Risøy</i> (1953).
Ordered 13/2/41							
J.608	MMS.108	Armand Inbeau (Tadousac) (5)	Fairbanks Morse (Beloit)	41	24. 1.42	26. 8.42	Presumed lost cause & place unknown ../4/47.
Ordered 27/2/41							
J.607	MMS.107	Chantiers Maritime de St Laurent	Fairbanks Morse (Beloit)	41	30.10.41	25. 8.42	Presumed lost cause & place unknown ../4/47.

Ordered 8/3/41

J.637	MMS.137	Husband's Yacht (Marchwood)	Crossley (Reddich)	42	42	8. 3.43	Mercantile <i>Brattas</i> (1947).
J.638	MMS.138	-do-	-do-	42	9.11.42	10. 5.43	RNethN PUTTEN (1943/MV.8 – 1946/M.864 – 1950); Dutch Sea Cadet Corps (1957).

Ordered 10/3/41

J.639	MMS.139	F Curtis (Par)	Crossley (Reddich)	41	23. 9.41	31. 1.42	For sale ../11/45.
J.640	MMS.140	-do-	-do-	41	5.11.41	1. 3.42	Turkish Navy (1947).

Ordered 16/3/41

J.641	MMS.141	Steers (St Johns)	Fairbanks Morse (Beloit)	41	23.12.41	12. 1.43	BURIN (1943); sold .././47.
J.642	MMS.142	-do-	-do-	41	23.12.41	12. 1.43	COTTEL (1943); sold ../11/46.

Ordered 26/3/41

J.643	MMS.143	A Zoghzoghy (Beirut) (6)	National Supply (Springfield)	.....	5. 8.44	27. 6.45	RHN THIOS (1946); sold Malta .././47.
J.644	MMS.144	Arbid Moussali (Beirut) (6)	-do-	.....	27. 4.43	11.10.44	RHN TINOS (1946/51), MMS.1644 (1956); sold 30/1/57 & scrapped.
J.645	MMS.145	Scindia Shipyard (Bombay) (7)	Enterprise (San Francisco)	.....	28. 9.43	 4.45	RIN (1945); sold .././46.
J.646	MMS.146	-do- (7)	-do-	.....	6. 5.44	.....	Cancelled ../4/46.
J.647	MMS.147	Irrawaddi Flotilla (Rangoon) (8)	Newbury Diesel	41	.....	.....	Lost incomplete on stocks Rangoon ../4/42.
J.648	MMS.148	Scindia Shipyard (Bombay) (9)	National Supply (Springfield)	41	 1.42	11.46	Sold India 29/11/46.

Ordered 28/3/41

J.649	MMS.149	F Curtis (Par)	Crossley (Reddich)	41	21.11.41	22. 3.42	Mercantile <i>Solbris</i> (1949).
J.650	MMS.150	-do-	-do-	41	20. 1.42	3. 5.42	Turkish Navy (1946).

Ordered 10/4/41

J.601	MMS.101	Wagstaff & Hatfield (Port Greville)	Fairbanks Morse (Beloit)	41	23.12.41	6. 2.43	Mined off Salonika 29/11/44.
J.606	MMS.106	Clare Shipbuilding (Metaghan)	-do-	41	30. 9.41	4. 7.42	Italian Navy unnamed (DR.... – 1946/51); sold Pounds (Portsmouth) 12/1/56.

Ordered 19/4/41

J.651	MMS.151	Brunton (Cochin) (3)	Burmeister & Wain (.....)	41	12.41	19.12.45	RIN (1945); for sale ../11/49.
J.652	MMS.152	-do- (3)	-do-	41	.....	.....	Cancelled .././...
J.653	MMS.153	Irrawaddi Flotilla (Rangoon)	-do-	41	.....	.....	Lost incomplete on stocks Rangoon ../4/42.
J.654	MMS.154	Brunton (Cochin) (8)	-do-	41	12.41	28. 1.46	RIN (1945), MMS.1654 (1956), yard craft (1960).
J.655	MMS.155	Marine Trust (Tel Aviv) (8)	National Supply (Springfield)	.....	.....	.....	Cancelled .././45.
J.656	MMS.156	Rangoon Government Dockyard	Burmeister & Wain (.....)	41	.....	.....	Lost incomplete on stocks Rangoon ../4/42.

Ordered 15/5/41

J.666	MMS.166	United Engineers (Singapore)	National Supply (Springfield)	41			Destroyed on stocks Singapore ../2/42.
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Ordered 13/6/41

J.665	MMS.165	P K Harris (Apple-dore)	Crossley (Reddich)	41	30. 3.42	14. 6.42	For sale ../11/45.
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Ordered 7/8/41

J.667	MMS.167	F Curtis (Par)	Mirrlees, Bickerton & Day (Stockport)	41	7. 1.42	17. 5.42	Italian Navy unnamed (DR.213 – 1946/50); sold 2/12/55.
J.668	MMS.168	-do-	-do-	41	18. 2.42	5. 7.42	Mined Genoa 25/6/45.
J.669	MMS.169	-do-	-do-	41	19. 3.42	8. 8.42	Sold .././46.
J.670	MMS.170	-do-	-do-	41	4. 4.42	7. 9.42	Mined off Gorgona Island 12/10/44.
J.671	MMS.171	F Curtis (Totnes)	-do-	41	20.12.41	27. 4.42	For sale ../11/45.
J.672	MMS.172	-do-	-do-	41	20. 1.42	10. 6.42	Italian Navy unnamed (DR.214 – 1946/50), mercantile <i>Pinu</i> (1955).

Ordered 18/8/41

J.694	MMS.194	Symonetty (Nassau)	Enterprise (San Francisco)	41	4. 6.42	.....	Cancelled ../3/46 & completed mercantile.
J.695	MMS.195	-do-	-do-	42	12.11.42	.....	Cancelled ../3/46 & completed mercantile.

Ordered 2/9/41

J.673	MMS.173	J W & A Upham (Brixham)	Newbury Diesel	41	21.12.41	3. 5.42	RNethN TEXEL (1942); for sale ../11/45.
J.674	MMS.174	-do-	-do-	41	15. 3.42	6. 7.42	RNethN TERSCHELLING (i) (1942), Yugoslavian Navy (1951).
J.675	MMS.175	Philip (Dartmouth)	-do-	42	30. 5.42	3. 9.42	Mercantile <i>Rosenberg II</i> (1946).
J.676	MMS.176	Richards (Lowestoft)	Crossley (Reddich)	42	2. 5.42	16. 8.42	Mercantile <i>Buland</i> (1949).
J.677	MMS.177	-do-	Mirrlees, Bickerton & Day (Stockport)	42	27. 6.42	17.11.42	Mercantile <i>Perodd</i> (1948); scrapped 1961.

J.678	MMS.178	-do-	-do-	42	29. 8.42	28. 1.43	Sold .././46.
J.679	MMS.179	J S Doig (Grimsby)	-do-	41	6. 4.42	27. 7.42	Sold .././46.
J.680	MMS.180	Humphrey & Smith (Grimsby)	Crossley (Reddich)	41	41	29. 1.42	Lost collision off the Tyne 13/2/42.
J.681	MMS.181	Clapson (Barton)	-do-	41	2. 5.42	20. 7.42	MMS.1681 (1956); sold H G Pounds ../2/58, arrived Portsmouth ../5/58 for scrapping.
J.682	MMS.182	W Reekie (St Mon- ance)	National Gas & Oil (Ashton-on-Lyne)	41	2. 5.42	11.10.42	RBN unnamed (M.940 – 1942/50); sold 25/8/55 & scrapped.
J.683	MMS.183	P K Harris (Apple- dore)	Harland & Wolff (Belfast)	42	23. 7.42	20.10.42	For sale ../3/46.
J.684	MMS.184	G Forbes (Peterhead)	-do-	41	7. 3.42	23. 5.42	French Navy unnamed (D.242 – 1944/D.362 – 1945/47); sold .././48.
J.685	MMS.185	-do-	-do-	41	2. 5.42	11. 7.42	Italian Navy unnamed (DR.215 – 1946/50); sold Pounds (Portsmouth) 21/11/56.
J.686	MMS.186	R Irvin (Peterhead)	National Gas & Oil (Ashton-on-Lyne)	41	17. 1.42	4. 5.42	For sale ../2/46.
J.687	MMS.187	-do-	-do-	41	30. 4.42	24. 7.42	RBN unnamed (1942/M.941 – 1946/50); sold 25/8/55 & scrapped.
J.688	MMS.188	J & W Noble (Fraser- burgh)	-do-	41	5. 3.42	2. 6.42	RBN unnamed (1942/M.942 – 1946/50); sold 25/8/55 & scrapped.
J.689	MMS.189	-do- (1)	-do-	41	14. 5.42	19. 8.42	RBN unnamed (M943 – 1946/50); sold 25/8/55 & scrapped.
J.690	MMS.190	J & G Forbes (Sand- haven)	-do-	41	17. 1.42	25. 4.42	Mercantile <i>Stormvogel</i> (1947).
J.691	MMS.191	MacDuff Engineering	-do-	41	2. 5.42	6. 8.42	RBN unnamed (1942/M.944 - 1947/50); sold 18/10/55, under restoration (1991).
J.692	MMS.192	Herd & McKenzie (Buckie)	-do-	41	11. 2.42	18. 5.42	Mercantile <i>Ungava</i> (1946).
J.693	MMS.193	-do-	-do-	41	5. 5.42	14. 8.42	RBN unnamed (M.945 – 1946/50); sold 30/1/57 & scrapped.
Ordered 25/10/41							
J.696	MMS.196	Clare Shipbuilding (Metaghan)	Fairbanks Morse- (Beloit)	41	16. 3.42	15.12.42	Sold Shanghai .././46.
J.697	MMS.197	-do-	-do-	41	13. 4.42	15.12.42	Burmese RNVR (1946), Burmese Navy (1948).
J.698	MMS.198	-do-	-do-	42	7. 7.42	15.12.42	Sold Shanghai .././46.
J.699	MMS.199	-do-	-do-	42	3. 8.42	10. 2.43	For sale ../3/46.
J.700	MMS.200	Shelburne Ship- builders	-do-	42	11.11.42	24. 3.43	Sold Shanghai .././46.
J.701	MMS.201	Wagstaff & Hatfield (Port Greville)	-do-	41	3. 5.42	24. 3.43	Burmese RNVR (1946), Burmese Navy (1948).
Ordered 1/11/41							
J.758	MMS.258	Royal Bodden (Cay- man Islands)	Fairbanks Morse (Beloit)	.....	10. 4.45	 3.46	For sale ../3/46.
J.759	MMS.259	-do-	-do-	.....	4. 5.45	 4.46	For sale ../3/46.
Ordered 5/11/41							
J.722	MMS.222	Belmont Dock (Kingston)	Enterprise (San Fran- cisco)	.....	10. 1.45	 7.46	AMBER (1947/51); sold .././55.
J.723	MMS.223	-do-	-do-	.....	31. 1.45	11.46	MALABAR (1947), JADE (1947); scuttled south-east of Jamaica 25/2/51 following storm damage.
Ordered 8/12/41							
J.702	MMS.202	J L Bolson (Poole)	Crossley (Reddich)	42	42	 8.42	Sold .././47.
J.703	MMS.203	F Curtis (Totnes)	-do-	42	13. 4.42	21. 7.42	Soviet Navy unnamed (T.109– 1942/61).
J.704	MMS.204	F Curtis (Par)	-do-	42	2. 6.42	27. 9.42	French Navy unnamed (D.376 – 1945/47); sold 16/2/48.
J.705	MMS.205	-do-	-do-	42	42	27. 8.42	Sold ca.././46.
J.706	MMS.206	J S Doig (Grimsby)	Mirrlees, Bickerton & Day (Stockport)	42	2. 6.42	17. 9.42	Mercantile <i>Alo</i> (1946).
J.707	MMS.207	F Curtis (Totnes)	Harland & Wolff (Belfast)	42	30. 4.42	31. 7.42	Mercantile <i>Lucky</i> (1946), <i>Vestfort</i> (19..), <i>Herring</i> (19..).
J.708	MMS.208	J & W Noble (Fraser- burgh)	.....				Cancelled ../4/42.
J.709	MMS.209	G Forbes (Peterhead)	Mirrlees, Bickerton & Day (Stockport)	42	30. 6.42	20.10.42	For sale ../11/45.
J.710	MMS.210	P K Harris (Apple- dore)	.....				Cancelled ../4/42.
J.711	MMS.211	Herd & McKenzie (Buckie)	Harland & Wolff (Belfast)	42	18. 7.42	1.11.42	For sale ../11/45.
J.712	MMS.212	Humphrey & Smith (Grimsby)	Crossley (Reddich)	42	23. 4.42	17. 6.42	Soviet Navy unnamed (T.110 – 1942/61).
J.713	MMS.213	-do-	-do-	42	1. 7.42	12. 9.42	French Navy unnamed (D.378 - 1945/47); for sale ../10/47.
J.714	MMS.214	MacDuff Engineering	Harland & Wolff (Belfast)	42	25. 8.42	12.11.42	Mercantile <i>Pax</i> (1946).

J.715	MMS.215	J & W Noble (Fraserburgh)	-do-	42	29. 6.42	23. 9.42	For sale .././45.
J.716	MMS.216	Philip (Dartmouth)	Newbury Diesel	42	10.11.42	1. 2.43	Mercantile <i>Ryström</i> (1947), <i>Norgulf</i> (1955).
J.717	MMS.217	W Reekie (St Monance)	Crossley (Reddich)	42	30. 5.42	13. 8.42	Mine locating vessel (1950); sold 23/9/55.
J.718	MMS.218	J W & A Upham (Brixham)	Mirrlees, Bickerton & Day (Stockport)	42	3. 7.42	10.10.42	Mercantile <i>Alva 4</i> (1946), <i>Spjeroy</i> (1948).
J.719	MMS.219	J & W Noble (Fraserburgh) (1)	National Gas & Oil (Ashton-on-Lyne)	42	10. 9.42	9.12.42	Mercantile <i>Dovre</i> (1948).
Ordered 22/12/41							
J.720	MMS.220	F Curtis (Totnes)	Crossley (Reddich)	42	16. 5.42	26. 8.42	French Navy unnamed (D.373 – 1945/47); for sale ../10/47.
J.721	MMS.221	-do-	-do-	42	30. 5.42	8.10.42	French Navy unnamed (D.371 – 1945/47); sold 5/3/48.
Ordered 14/1/42							
J.738	MMS.238	Steers (St Johns)	Fairbanks Morse (Beloit)	42	19. 1.43	17.11.43	FICHOT (1943); for sale ../8/46.
J.739	MMS.239	-do-	-do-	42	15. 1.43	17.11.43	JUDE (1943), RNethN (1945/46); sold ../3/50.
J.740	MMS.240	-do-	-do-	42	20. 3.43	13.12.43	QUIRPON (1943); sold 20/1/47.
J.741	MMS.241	-do-	-do-	42	23. 3.43	13.12.43	ST BARBE (1943), mercantile (name unchanged – 1947), <i>Soløy</i> (1848).
Ordered 19/1/42							
J.724	MMS.224	F Curtis (Par)	Crossley (Reddich)	42	15. 8.42	22.11.42	Sold for houseboat conversion 22/4/54.
J.725	MMS.225	-do-	-do-	42	30. 8.42	21.12.42	Mercantile <i>Bellrock</i> (1948), <i>Standard II</i> (1949).
J.726	MMS.226	-do-	-do-	42	15. 8.42	5.10.42	RNethN VLIELAND (1942/MV.12 – 1946/M.868 – 1950); foundered off Hollandia ../11/51.
J.727	MMS.227	-do-	-do-	42	15. 7.42	19.10.42	RNethN MARKEN (i) (1942); mined off Sunk L/V 20/5/44.
J.728	MMS.228	-do-	-do-	42	30. 7.42	8.11.42	RNVR CURZON (1954), MMS.1728 (1956); sold for mercantile conversion 20/2/57
J.729	MMS.229	J S Doig (Grimsby)	-do-	42	15. 8.42	25.10.42	Mined off Normandie beaches 13/6/44.
J.730	MMS.230	G Forbes (Peterhead)	-do-	42	24. 9.42	30.12.42	For sale ../11/45.
J.731	MMS.231	J W & A Upham (Brixham)	-do-	42	30. 9.42	10. 1.43	RNethN AMELAND (1943/MV.5 – 1946/M.861 – 1950); Dutch Sea Cadet Corps (1957).
J.732	MMS.232	MacDuff Engineering	Harland & Wolff (Belfast)	42	19. 1.43	12. 4.43	Mercantile <i>Forsvoll</i> (1949).
J.733	MMS.233	J L Bolson (Poole)	Crossley (Reddich)	42	26. 8.42	22.11.42	RNVR ST DAVID (1948/54), MMS.1733 (1956); sold 14/3/58.
J.734	MMS.234	-do-	-do-	42	42	21. 6.43	RNethN TERSCHELLING (ii) (1943/MV.10 – 1946/M.866 – 1950); Dutch Sea Cadet Corps (1957).
J.735	MMS.235	Herd & McKenzie (Buckie) (11)	.....				Cancelled ../4/42.
J.736	MMS.236	Wivenhoe Shipyard	Crossley (Reddich)	42	18. 8.42	29.11.42	Sold 26/2/56.
J.737	MMS.337	-do-	-do-	42	9. 1.43	12. 4.43	RNethN BEVELAND(1943/MV.6 – 1946/M.862 – 1950); Dutch Sea Cadet Corps (1957).
Ordered 30/1/42							
J.742	MMS.242	Clare Shipbuilding (Metaghan)	Fairbanks Morse (Beloit)	42	17. 8.42	5. 5.43	Mercantile <i>Jero</i> (1946).
J.743	MMS.243	-do-	-do-	42	22. 8.42	12. 5.43	For sale ../2/46.
J.744	MMS.244	-do-	-do-	42	5. 9.42	14. 6.43	For sale ../12/45.
J.745	MMS.245	-do-	-do-	42	26. 9.42	7. 6.43	RAF AIRMOOR III (1946); for sale ../5/46.
J.746	MMS.246	-do-	-do-	42	21.10.42	29. 6.43	For sale ../12/45.
J.747	MMS.247	-do-	-do-	42	2.11.42	29. 6.43	RAF AIRMOOR I (1946); scrapped Turkey 1983.
J.748	MMS.248	Shelburne Shipbuilders	-do-	43	19. 6.43	11. 9.43	Mined River Schelde 30/1/45.
J.749	MMS.249	-do-	-do-	43	13.11.43	 1.44	For sale ../2/46.
J.750	MMS.250	Wagstaff & Hatfield (Port Greville)	-do-	42	4. 7.42	 5.43	Mercantile <i>Harstad</i> (1947).
J.751	MMS.251	-do-	-do-	42	29. 8.42	30. 6.43	Mercantile <i>Protector III</i> (1946).
J.752	MMS.252	Le Blanc Shipbuilding (Weymouth)	-do-	42	8. 2.43	7. 9.43	For sale ../1/46.
J.753	MMS.253	-do-	-do-	42	4. 3.43	7. 9.43	For sale ../2/46.
J.754	MMS.254	Chantiers Maritime de St Laurent	-do-	42	7. 6.43	23. 6.43	For sale ../1/46.
J.755	MMS.255	-do-	-do-	42	7. 6.43	23. 6.43	Mercantile <i>Fremtiden</i> (1948).
J.756	MMS.256	Vaughan (St Andrews)	-do-	42	6. 2.43	 8.43	RAF AIRMOOR II (1946); for sale ../2/46.
J.757	MMS.257	-do-	-do-	42	3. 3.43	9.10.43	Mined River Schelde 11/12/44.
Ordered 1/2/42							
J.657	MMS.157	Brunton (Cochin)	Enterprise (San Francisco)	.....	.....	.....	RIN, cancelled .././45.
J.658	MMS.158	-do-	-do-	.....	.....	.....	RIN, cancelled .././45.

Ordered 11/3/42

J.659	MMS.159	-do-	Enterprise (San Francisco)				RIN, cancelled .././45.
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J.660	MMS.160	-do-	-do-				RIN, cancelled .././45.
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Ordered .././42

J.661	MMS.161	Rangoon Government Dockyard					Destroyed on stocks Rangoon ../4/42.
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J.662	MMS.162	-do-					Destroyed on stocks Rangoon ../4/42.
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J.663	MMS.163	-do-					Destroyed on stocks Rangoon ../4/42.
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J.664	MMS.164	-do-					Destroyed on stocks Rangoon ../4/42.
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Ordered 28/3/42

J.760	MMS.260	W Reekie (St Monance)	Petters (Longborough)	42	7. 1.43	3. 4.43	Mercantile <i>Røffell</i> (1946).
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J.761	MMS.261	R Irvin (Peterhead)	Crossley (Reddich)	42	15. 8.42	24.11.42	RNVR VENTURER (1948/53), MMS.1761 (1956); sold 3/1/57.
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J.762	MMS.262	Richards (Lowestoft)	-do-				Cancelled .././43.
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J.763	MMS.263	Clapson (Barton)	Petters (Longborough)	42	26. 9.42	16. 1.43	RDN (1944/48); sold 23/9/55.
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J.764	MMS.264	Thomas & Balfour (Bo'ness)					Cancelled ../10/42.
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J.765	MMS.265	F Curtis (Totnes)	Newbury Diesel	42	16. 7.42	16.11.42	For sale ../8/46.
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J.766	MMS.266	-do-	-do-	42	19. 8.42	13.12.42	RBN unnamed (M.946 – 1946/..); sold 25/8/55.
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J.767	MMS.267	-do-	Ruston & Hornsby (Lincoln)	42	8. 9.42	28. 2.43	Mercantile <i>Franklin</i> (1948).
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J.768	MMS.268	F Curtis (Par)	Mirrlees, Bickerton & Day (Stockport)	42	25. 9.42	15.12.42	For sale ../11/45.
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J.769	MMS.269	-do-	Ruston & Hornsby (Lincoln)	42	11. 9.42	8. 3.43	Mercantile <i>Vigdar</i> (1949).
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J.770	MMS.270	-do-	-do-	42	9.10.42	24. 1.43	Mercantile <i>Boknaffell</i> (1948).
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J.771	MMS.271	-do-	-do-	42	25.10.42	15. 2.43	Scrapped Inverkeithing ../5/58.
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J.772	MMS.272	J W & A Upham (Brixham)	Crossley (Reddich)	42	7. 2.43	26. 4.43	MMS.1772 (1956); sold 3/1/57.
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J.773	MMS.273	Wetherhead (Cockenzie)					Cancelled ../5/42.
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Ordered 20/5/42

J.774	MMS.274	J Morris (Gosport)	Crossley (Reddich)	42	23.12.42	11. 5.43	For sale ../5/46.
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Ordered 9/6/42

J.775	MMS.275	MacDuff Engineering	Crossley (Reddich)	43	20. 5.43	26. 7.43	NEPTUNE (1950/54); sold for houseboat conversion 21/3/55.
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J.776	MMS.276	-do-	-do-	43	25. 9.43	27.12.43	Sold Shanghai ../7/46.
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J.777	MMS.277	J & W Noble (Fraserburgh) (1)	-do-	42	7. 1.43	19. 4.43	Mercantile <i>Ternan</i> (1946); scuttled .././68.
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J.778	MMS.278	R Irvin (Peterhead)	-do-	42	10.11.42	8. 3.43	Wrecked Le Rance River 14/9/44, abandoned ../3/46.
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J.779	MMS.279	W Reekie (St Monance)	Petters (Longborough)	43	17. 6.43	23. 2.43	Mercantile <i>Frydenlund</i> (1946).
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J.780	MMS.280	Clapson (Barton)	-do-	42	6. 4.43	29. 6.43	Mercantile <i>Lahela 3</i> (1947).
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J.781	MMS.281	J L Bolson (Poole)	Crossley (Reddich)	42	23. 4.43	11. 9.43	Sold ../12/45.
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J.782	MMS.282	-do-	-do-	43	20. 7.43	10.43	Mercantile <i>Bømmeløy</i> (1950).
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J.783	MMS.283	J W & A Upham (Brixham)	-do-	43	3. 6.43	18.10.43	MMS.1783 (1956); sold 21/3/57 & scrapped.
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J.784	MMS.284	F Curtis (Totnes)	Petters (Longborough)	42	25.11.42	23. 3.43	For sale ../1/46.
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J.785	MMS.285	F Curtis (Par)	-do-	42	12.11.42	28. 2.43	RNVR ISIS (1950/54); sold for houseboat conversion 21/1/55.
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J.786	MMS.286	-do-	-do-	42	21.11.42	19. 4.43	MMS.1786 (1956); sold Hong Kong 17/11/58.
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Ordered 17/7/42

J.787	MMS.287	J Morris (Gosport)	Crossley (Reddich)	42	5. 3.43	20. 9.43	Mercantile <i>Glomfford</i> (1948), <i>Gamel</i> (1949).
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Ordered 21/8/42

J.788	MMS.288	J Morris (Gosport)	Crossley (Reddich)	42	24. 3.43	18. 7.43	Foundered off Winterton Ness 21/10/52. 2/10?
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J.789	MMS.289	-do-	-do-	43	22. 5.43	29.11.43	RNVR THAMES (1951/54), MMS.1789 (1956); sold 22/1/59.
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J.790	MMS.290	F Curtis (Totnes)	-do-	42	24. 3.43	7. 8.43	Sold 22/2/55.
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J.791	MMS.291	-do-	-do-	43	19. 6.43	17.10.43	Sold 21/11/56.
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J.792	MMS.292	F Curtis (Par)	-do-	42	12.12.42	5. 4.43	RNethN ROZENBURG (1943/MV.9 – 1946/M.865 – 1950); Dutch Sea Cadet Corps (1957).
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J.793	MMS.293	-do-	-do-	42	10. 1.43	3. 6.43	De-gaussing vessel (1947); sold ../11/50.
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J.794	MMS.294	-do-	-do-	42	24. 1.43	31. 5.43	Sold ../9/52.
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J.795	MMS.295	-do-	-do-	42	23. 2.43	13. 6.43	For sale ../4/46.
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J.796	MMS.296	-do-	-do-	42	7. 4.43	11. 7.43	For sale 18/12/54.
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J.797	MMS.297	-do-	-do-	42	21. 4.43	22. 8.43	MMS.1797 (1956); sold Hong Kong ../11/58.
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J.798	MMS.298	-do-	-do-	43	5. 5.43	27. 9.43	Mercantile <i>Produsent</i> (1946).
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J.799	MMS.299	MacDuff Engineering					Cancelled .././43.
J.800	MMS.300	Philip (Dartmouth)	Crossley (Reddich)	43	10.11.43	31. 1.44	Sold Shanghai .././46.
J.801	MMS.301	J & W Noble (Fraserburgh) (1)	-do-	43	4. 5.43	9. 8.43	MMS.1801 (1956); sold Pounds (Portsmouth) 20/8/56.
J.802	MMS.302	R Irvin (Peterhead)	-do-	42	22. 2.43	27. 6.43	Mercantile <i>Osland</i> (1949), <i>Steinvåg</i> (1949).
J.803	MMS.303	J W & A Upham	-do-	43	13. 1.44	12. 6.44	Sold Shanghai ../7/46.
J.804	MMS.304	J L Bolson (Poole)	-do-	43	13.12.43	3. 4.44	Sold Shanghai ../7/46.
J.805	MMS.305	Clapson (Barton)	Petters (Longborough)	43	20. 7.43	24.11.43	Sold <i>ca.</i> .././46.
J.806	MMS.306	W Reekie (St Monance)	.....	.....	.....	.....	Cancelled .././43.
Ordered ../9/42							
J.364	COQUITLAM	Newcastle Shipbuilding (Nanaimo)	Vivian (Vancouver)	43	5. 1.44	25. 7.44	RCN, mercantile <i>Wilcox</i> (1947); wrecked place unknown ../6/54.
J.372	CRANBROOK	Star Shipyard (New Westminster)	-do-	43	5. 6.43	12. 5.44	RCN, mercantile (name unchanged – 1947).
J.357	DAERWOOD	Vancouver Shipyard	-do-	42	31. 3.43	22. 4.44	RCN, mercantile (name unchanged – 1947); lost cause & place unknown ../10/73.
J.395	KALAMALKA	A C Benson (Vancouver)	-do-	43	29.12.43	2.10.44	RCN, mercantile (name unchanged – 1947).
J.371	LAVALLEE	-do-	-do-	43	27. 5.43	21. 6.44	RCN, mercantile (name unchanged - 1947).
J.373	REVELSTOKE	Star Shipyard (New Westminster)	-do-	43	3.11.43	4. 7.44	RCN, mercantile (1953), Canadian Government (1957).
J.358	ROSSLAND	Vancouver Shipyard	-do-	43	14. 8.43	15. 7.44	RCN, mercantile <i>La Verne</i> (1948).
J.359	ST JOSEPH	Newcastle Shipbuilding (Nanaimo)	-do-	43	14. 9.43	24. 5.44	RCN, mercantile (name unchanged – 1948).
Ordered 29/10/42							
J.807	MMS.307	J & W Noble (Fraserburgh)	Petters (Longborough)	43	1. 9.43	8.12.43	RDN (1944/48), MMS.1807 (1956); sold 21/11/56.
J.808	MMS.308	R Irvin (Peterhead)	Crossley (Reddich)	43	2. 6.43	6. 9.43	Mercantile <i>Ryøy</i> (1946).
J.809	MMS.309	Husband's Yacht (Marchwood)	-do-	42	23. 3.43	27. 9.43	For sale ../6/46.
Ordered 1/2/43							
J.810	MMS.310	Abdul Wahbad (Beirut)	Crossley (Reddich)	43	24. 8.44	1. 8.45	RHN ANDROS (1946/51); sold 18/10/55.
Ordered 4/2/43							
J.811	MMS.311	Marine Trust (Tel Aviv)	Crossley (Reddich)	43	14. 6.44	15. 1.45.	Sold ../1/47.
J.812	MMS.312	-do-	-do-	43	3. 7.44	30. 1.45	Sold ../2/47.
Ordered 18/3/43							
J.813	MMS.313	Abdul Wahbad (Beirut)	Crossley (Reddich)	43	2. 9.44	2.10.45	RHN SYROS (1948/51); sold Malta 17/10/55.

(1) Fitted-out by Wilson Noble (Fraserburgh) (2) Contract transferred from Wivenhoe Shipyard (3) Transferred from Irrawaddi Flotilla (Rangoon) (4) Fitted-out by Shellburne Shipbuilders (5) Fitted-out by Chantiers Maritime (St Laurent) (6) Transferred from Port Commissioners (Colombo) (7) Transferred from Cargo Boat Despatch (Colombo) (8) Transferred from Rangoon Government Dockyard (9) Transferred from Bombay-Burma Trading (Rangoon) (10) Transferred to R Irvin (Peterhead)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././41							
FY.675	CAMBUSDOON	A Zoghzochoy (Beirut)	.....	.....	.....	..... 5.43	RHN NAFPAKTIA (1943).
FY.619	CAMBUS-KENNETH	A Moussali (Beirut)	.....	.....	.....	..... 6.43	RHN MONEMVASSIA (1943).
FY.584	CAMBUSLANG	A Tahab (Tripoli)	.....	.....	1.10.42	 6.43	RHN AEGIALIA (1943/44), RN (1944); sold .././46.
FY.710	CAMBUSLIE	A Moussali (Beirut)	.....	.....	.....	..... 6.43	RHN AMVRAKIA (1943).
Ordered 19/1/42							
FY.1001	MMS.1001	Camper & Nicholson (Gosport)	Enterprise (San Francisco)	42	5. 4.43	26. 7.43	Mercantile <i>Admiral Vernon</i> (1948).
FY.1002	MMS.1002	-do-	Newbury Diesel	43	30. 9.43	24. 1.44	DGV.400 (1950); sold 24/1/73 & scrapped.
FY.1003	MMS.1003	-do-	Enterprise (San Francisco)	43	2. 6.43	22. 9.43	DGV.401 (1950); sold 11/4/68.
FY.1004	MMS.1004	-do-	Newbury Diesel	43	2.10.43	20. 1.44	DGV.402 (1950); sold Singapore ../1/61.
FY.1005	MMS.1005	East Anglian Constructors (Oulton Broad)	Crossley (Reddich)	42	30. 7.42	5. 1.43	Soviet Navy unnamed (T.121 – 1943).
FY.1006	MMS.1006	Richards (Lowestoft)	Newbury Diesel	42	24.11.42	22. 3.43	Mercantile <i>Trippesta</i> (1947), <i>Polstjarnan</i> (19..), <i>Baldur</i> (19..)
FY.1007	MMS.1007	East Anglian Constructors (Oulton Broad)	-do-	42	6. 3.43	21. 6.43	Mercantile <i>Dicky</i> (1947), <i>Nina</i> (1951).
FY.1008	MMS.1008	-do-	-do-	43	22. 5.43	 8.43	Sold 3/3/47.
FY.1009	MMS.1009	Wivenhoe Shipyard	-do-	42	9.12.42	28. 2.43	Sold 21/4/47.
FY.1010	MMS.1010	-do-	-do-	42	9. 3.43	21. 6.43	Mercantile <i>Tusnastabb</i> (1946).

FY.1011 MMS.1011	-do-	-do-	43	2. 6.43	28. 8.43	DGV.403 (1950); sold Portsmouth 20/5/68.
FY.1012 MMS.1012	-do-	-do-	43	4. 8.43	15.10.43	Mercantile <i>Prestige</i> (1946), RN PRESTIGE (1953 – to be DGV.404); sold 22/10/58.
FY.1013 MMS.1013	G Forbes (Peterhead)	Fairbanks Morse (Beloit)	42	24.12.42	25. 5.43	Mercantile <i>Uddu</i> (1946).
Ordered 28/3/42						
FY.1014 MMS.1014	P K Harris (Apple-dore)	Mirrlees, Bickerton & Day (Stockport)	42	9. 1.43	20. 6.43	RNethN THOLEN (1943/MV.16 – 1946/M.823 – 1950); scrapped Dutch New Guinea .././52.
FY.1015 MMS.1015	Herd & McKenzie (Buckie)	Fairbanks Morse (Beloit)	42	20. 1.43	7. 6.43	Mercantile <i>Henny</i> (1946).
FY.1016 MMS.1016	-do-	-do-	43	19. 6.43	29. 9.43	RDN (1945); wrecked east coast of Jutland 29/1/46.
FY.1017 MMS.1017	J & G Forbes (Sand-haven)	National Gas & Oil (Ashton-on-Lyne)	42	11. 9.42	15. 1.43	RNVR CURZON (1947/54); sold Chatham 22/12/58 & scrapped.
FY.1018 MMS.1018	W Reekie (Anstruther)	Fairbanks Morse (Beloit)	42	6. 2.43	7. 7.43	Sold 4/10/46.
FY.1019 MMS.1019	J W & A Upham (Brixham)	Newbury Diesel	42	9. 6.43	23. 8.43	Mined off Cherbourg 2/7/44.
FY.1020 MMS.1020	-do-	-do-	43	1.10.43	14. 2.44	RBN unnamed (M.947 – 1946/48); sold 25/8/55.
FY.1021 MMS.1021	J & W Noble (Fraser-burgh)	Fairbanks Morse (Beloit)	42	12.12.42	9. 4.43	Mercantile <i>Arnarnes</i> (1948), <i>Einar Olafsson</i> (1952).
FY.1022 MMS.1022	J S Doig (Grimsby)	Mirrlees, Bickerton & Day (Stockport)	42	23.11.42	22. 2.43	RNethN WALCHEREN (1943/MV.18 – 1946); mined off Balikpapan 22/11/46.
FY.1023 MMS.1023	Humphrey & Smith (Grimsby)	Crossley (Reddich)	42	22.10.42	29.12.42	Soviet Navy unnamed (T.122 – 1943).
Ordered 9/6/42						
FY.1024 MMS.1024	J & G Forbes (Sand-haven)	National Gas & Oil (Ashton-on-Lyne)	42	6. 3.43	12. 7.43	French Navy unnamed (D.343 – 1946/57), mercantile <i>Claire-Joelle</i> (1947), <i>Ilydiz</i> (1952).
FY.1025 MMS.1025	Humphrey & Smith (Grimsby)	Mirrlees, Bickerton & Day (Stockport)	42	25. 2.43	14. 5.43	RNethN WIERINGEN (1943/MV.19 – 1946); scrapped Dutch East Indies .././49.
FY.1026 MMS.1026	J S Doig (Grimsby)	-do-	42	8. 3.43	7. 6.43	RNethN IJSSELMONDE (1943/MV.20 – 1946/M.825 – 1950), Indonesian Navy (1952).
FY.1027 MMS.1027	East Anglian Constructors (Oulton Broad)	National Supply (Springfield)	43	17. 8.43	15.12.43	Mercantile <i>Baro</i> (1948), <i>Solnes</i> (1950).
FY.1028 MMS.1028	Wivenhoe Shipyards	-do-	43	18.10.43	17. 1.44	Sold .././46.
FY.1029 MMS.1029	J W & A Upham (Brixham)	Mirrlees, Bickerton & Day (Stockport)	44	4. 8.44	5. 3.45	Mercantile <i>Clamor</i> (1946).
FY.1030 MMS.1030	Philip (Dartmouth)	National Gas & Oil (Ashton-on-Lyne)	43	20. 7.43	25.10.43	RNVR HUMBER (1948/54); sold 22/1/59.
FY.1031 MMS.1031	P K Harris (Apple-dore)	Mirrlees, Bickerton & Day (Stockport)	43	17. 9.43	10.11.43	Mercantile <i>Admiral Fisher</i> (1947), <i>Straumey</i> (1947).
FY.1032 MMS.1032	F Curtis (Par)	National Gas & Oil (Ashton-on-Lyne)	42	23. 3.43	27. 8.43	French Navy unnamed (D.342 – 1946/47); sold 4/4/51.
FY.1033 MMS.1033	-do-	-do-	43	21. 5.43	8.11.43	French Navy unnamed (D.345 – 1946/47); sold 23/2/48.
FY.1034 MMS.1034	-do-	-do-	43	21. 6.43	26. 6.44	RNVR KILMOREY (1948/54); sold Chatham ../12/55.
FY.1035 MMS.1035	F Curtis (Totnes)	-do-	42	7. 2.43	18. 7.43	FC.13 (1952), BROADWAY (1953); sold 15/3/54.
FY.1036 MMS.1036	-do-	-do-	42	25. 3.43	15.11.43	French Navy unnamed (D.346 – 1946/47); sold 2/4/51.
FY.1037 MMS.1037	Richards (Lowestoft)	-do-	42	23.12.42	27. 4.43	Mercantile <i>Trappes</i> (1947); foundered place unknown 26/2/49, salvaged & sold .././51.
FY.1038 MMS.1038	-do-	Harland & Wolff (Belfast)	42	30. 3.43	25. 8.43	RDN unnamed (ME.1038 – 1945/50); sold 19/1/59 & hulked.
FY.1039 MMS.1039	Hancocks (Pembroke Dock)	National Gas & Oil (Ashton-on-Lyne)	42	43	26. 9.44	French Navy unnamed (D.341 – 1946/47); sold 7/7/48.
Ordered 21/8/42						
FY.1040 MMS.1040	F Curtis (Par)	National Gas & Oil (Ashton-on-Lyne)	43	29.10.43	28. 4.44	French Navy unnamed (D.344 – 1946/47); sold 18/2/48.
FY.1041 MMS.1041	W Reekie (Anstruther)	Harland & Wolff (Belfast)	43	14. 9.43	8. 2.44	Sold 18/10/46.
FY.1042 MMS.1042	Humphrey & Smith (Grimsby)	Mirrlees, Bickerton & Day (Stockport)	43	15. 6.43	 9.43	RDN unnamed (ME.1042 – 1945/50); sold 19/3/57.
FY.1043 MMS.1043	-do-	-do-	43	15. 6.43	21. 8.43	RNethN VOORNE (1943/MV.17 – 1946/M.824 – 1950); scrapped Dutch New Guinea .././52.
FY.1044 MMS.1044	Wivenhoe Shipyard	-do-	43	30.12.43	2. 9.44	RDN unnamed (ME.1044 - 1945/50); sold 25/11/54.
FY.1045 MMS.1045	G Forbes (Peterhead)	Harland & Wolff (Belfast)	43	4. 5.43	19.10.43	Mercantile <i>Neptun</i> (1947).
FY.1046 MMS.1046	East Anglian Constructors (Oulton Broad)	Mirrlees, Bickerton & Day (Stockport)	43	30.10.43	4. 3.44	RNethN OVERFLAKKE (1944/MV.14 – 1946/M.822 – 1950); scrapped Dutch New Guinea .././54.
FY.1047 MMS.1047	Herd & McKenzie (Buckie)	Harland & Wolff (Belfast)	43	29.10.43	17. 1.44	Mercantile <i>Uran</i> (1947).
FY.1048 MMS.1048	J & W Noble (Fraser-burgh)	Ruston & Hornsby (Lincoln)	43	3. 6.43	22. 9.43	RNVR GRAHAM (1948/50); sold 5/7/57.

FY.1049 MMS.1049	J & G Forbes (Sandhaven)	-do-	43	18. 6.43	4.11.43	Sold .././46.
Ordered 29/10/42						
FY.1074 MMS.1074	East Anglian Constructors (Oulton Broad)	Mirrlees, Bickerton & Day (Stockport)	43	27. 1.44	3. 4.44	RNethN DUIVELAND (1944/MV.13 – 1946/M.821 – 1950); Indonesian Navy (1952).
Ordered 3/11/42						
FY.1075 MMS.1075	F Curtis (Totnes)	National Gas & Oil (Ashton-on-Lyne)	43	17. 7.43	25. 2.44	RNVR MERSEY (1948/54); sold 25/2/55.
FY.1076 MMS.1076	-do-	-do-	43	15. 9.43	1. 7.44	Mercantile <i>Fenmore</i> (1947).
FY.1077 MMS.1077	-do-	-do-	43	29.11.43	4.11.44	RNVR MONTROSE (1948/55); sold H G Pounds 20/7/56, arrived Portsmouth .././56 for scrapping.
FY.1078 MMS.1078	F Curtis (Par)	-do-	44	19. 9.44	3. 3.45	For sale .././46.
FY.1079 MMS.1079	-do-	Ruston & Hornsby (Lincoln)	44	5. 8.44	 3.45	For sale ../11/46.
FY.1080 MMS.1080	-do-	-do-	44	30.10.44	 3.45	Mercantile <i>Benn</i> (1946), <i>Elly</i> (19..), <i>Lihaug</i> (19..).
FY.1081 MMS.1081	J S Doig (Grimsby)	Mirrlees, Bickerton & Day (Stockport)	43	16. 8.43	8.11.43	Mercantile <i>Le Vengeur</i> (1946).
FY.1082 MMS.1082	-do-	-do-	43	43	10. 1.44	RNethN SCHOKLAND (1944/MV.15 – 1946); scrapped Dutch East Indies 1949.
FY.1083 MMS.1083	Wivenhoe Shipyard	Ruston & Hornsby (Lincoln)	44	12. 4.44	6.10.44	Mercantile <i>Salcombe</i> (1946).
FY.1084 MMS.1084	-do-	Harland & Wolff (Belfast)	44	44	5. 3.45	Mercantile <i>Admiral Hawkins</i> (1946), <i>Urania</i> (1947).
FY.1085 MMS.1085	East Anglian Constructors (Oulton Broad)	Mirrlees, Bickerton & Day (Stockport)	44	22. 4.44	 7.44	RNN ORKLA (1944), mercantile (name unchanged – 1951).
FY.1086 MMS.1086	-do-	-do-	44	3. 8.44	10.44	RNN VEFSNA (1944), mercantile <i>Franklin Roosevelt</i> (1949), <i>Probe</i> (19..), <i>Rezak</i> (19..).
Ordered 18/12/42						
FY.1050 MMS.1050	Clare Shipbuilding (Metaghan)	National Supply (Springfield)	43	27.11.43	14. 6.44	Mercantile <i>Elieser 5</i> (1948).
FY.1051 MMS.1051	-do-	-do-	43	30.12.43	18. 7.44	Mercantile <i>Admiral Blake</i> (1946), <i>Nuvik</i> (1946), <i>Timann</i> (1947), <i>Mina C</i> (1953).
FY.1052 MMS.1052	-do-	-do-	43	18. 1.44	24. 8.44	Mercantile <i>Arcus</i> (1946).
FY.1053 MMS.1053	-do-	-do-	43	29. 1.44	25. 9.44	Mercantile <i>Admiral Drake</i> (1946), <i>Thor Bjorn</i> (1947).
FY.1054 MMS.1054	-do-	-do-	44	27. 4.44	21.11.44	Mercantile <i>Dolphin</i> (1946), <i>Greenland</i> (19..).
FY.1055 MMS.1055	-do-	-do-	44	27. 6.44	21.11.44	Mercantile <i>Admiral Pound</i> (1947), <i>Havbraut</i> (1947).
FY.1056 MMS.1056	-do-	-do-	44	24. 7.44	11. 1.45	Mercantile <i>Jane Lolk</i> (1946), <i>June</i> (1951).
FY.1057 MMS.1057	-do-	-do-	44	28. 7.44	11. 1.45	Sold ../3/46.
FY.1058 MMS.1058	-do-	-do-	44	26.11.44	26. 2.45	Mercantile <i>Jorgen Claus</i> (1946).
FY.1059 MMS.1059	-do-	-do-	44	3. 2.45	27. 3.45	For sale ../3/46.
FY.1060 MMS.1060	-do-	-do-	45	20. 3.45	2. 5.45	RNVR ST MUNGO (1953/54); sold 12/1/58.
FY.1061 MMS.1061	-do-	-do-	45	17. 4.45	2. 6.45	RNVR MERSEY (1954); sold H G Pounds 30/7/57, arrived Portsmouth .././57 for scrapping.
Ordered 19/2/43						
FY.1062 MMS.1062	Wagstaff & Hatfield (Port Greville)	National Supply (Springfield)	43	14.10.43	16. 5.44	Sold .././46
FY.1063 MMS.1063	-do-	-do-	43	30.11.43	15. 6.44	Sold .././46.
FY.1064 MMS.1064	-do-	-do-	43	27. 3.44	24. 8.44	Mercantile <i>Krohnøy</i> (1946), <i>Gisle</i> (1949).
FY.1065 MMS.1065	-do-	-do-	44	20. 6.44	22.11.44	For sale ../3/46.
FY.1066 MMS.1066	-do-	-do-	44	6. 9.44	10. 3.45	Mercantile <i>The Lady Patricia</i> (1946).
FY.1067 MMS.1067	-do-	-do-	44	18.11.44	27. 2.45	For sale ../5/46.
FY.1068 MMS.1068	Vaughan (St Andrews)	Fairbanks Morse (Beloit)	43	1.12.43	17. 7.44	For sale ../3/46.
FY.1069 MMS.1069	-do-	-do-	43	7. 2.44	23. 9.44	French Navy unnamed (D.341 – 1945); sold .././46.
FY.1070 MMS.1070	-do-	-do-	44	24. 5.44	25.10.44	French Navy unnamed (D.345 – 1945), mercantile <i>Admiral Grenville</i> (1947), <i>Polarfisk</i> (19..).
FY.1071 MMS.1071	-do-	-do-				Cancelled 28/7/44.
FY.1072 MMS.1072	-do-	-do-				Cancelled 28/7/44.
FY.1073 MMS.1073	-do-	-do-				Cancelled 28/7/44.
Ordered 17/7/43						
FY.1087 MMS.1087	F Curtis (Totnes)	National Gas & Oil (Ashton-on-Lyne)	44	18.12.44	22. 6.45	Sold .././46.
FY.1088 MMS.1088	-do-	-do-	45	30. 3.45	 3.45	Mercantile <i>Sviep</i> (1946).
FY.1089 MMS.1089	East Anglian Constructors (Oulton Broad)	-do-	44	18.10.44	8. 3.45	RNVR FORTH (1948), RNVR KILLIEKRANKIE (1951/54), mercantile <i>Larache</i> (1957).
FY.1090 MMS.1090	Philip (Dartmouth)	-do-	44	5. 9.44	29. 1.45	RNVR COQUET (1948), RNVR BERNICIA (1948), RNVR NORTHUMBRIA (1954); sold .././58.

Ordered 3/12/43

J.480	ALDER LAKE	Midland Boat (Ontario)	Vivian (Vancouver)	44	3.12.44	22. 9.45	Soviet Navy unnamed (T.196 – 1945).
J.481	ASH LAKE	-do-	-do-	44	45	 9.48	Cancelled 22/10/45 & completed mercantile <i>Cartier</i> (1948).
J.482	BEECH LAKE	Vancouver Shipyard	-do-	45	31. 5.45	8. 2.46	Soviet Navy unnamed (T.200 – 1946).
J.483	BIRCH LAKE	Port Carling Boat	-do-	44	45		Cancelled 22/10/45 & completed mercantile <i>Aspy III</i> (19..).
J.484	CEDAR LAKE	J J Taylor (Toronto)	-do-	45	1. 8.45	4.11.45	Soviet Navy unnamed (T.197 – 1945).
J.485	CHERRY LAKE	-do-	-do-	45	45	45	Cancelled 22/10/45 & completed mercantile <i>Petit Bras d'Or</i> (1945).
J.486	ELM LAKE	MacCraft (Sarnia)	-do-	45	25. 8.45	18.11.45	Soviet Navy unnamed (T.193 – 1945).
J.487	FIR LAKE	-do-	-do-	45	45	 8.47	Cancelled 22/10/45 & completed mercantile <i>Regina Polaris</i> (1947).
J.488	HICKORY LAKE	Grew Boats (Penetan- guishene)	-do-	44	6.11.44	14. 8.45	Soviet Navy unnamed (T.194 – 1945).
J.489	LARCH LAKE	-do-	-do-	45	8. 9.45	2.11.45	Soviet Navy unnamed (T.198 – 1945).
J.492	PINE LAKE	Port Carling Boat	-do-	44	21.10.44	22. 9.45	Soviet Navy unnamed (T.195 – 1945).
J.494	SPRUCE LAKE	Star Shipyard (New Westminster)	-do-	45	10. 7.45	19. 3.46	Soviet Navy unnamed (T.202 – 1946).
J.495	WILLOW LAKE	Newcastle Shipbuild- ing	-do-	45	27. 7.45	11. 3.46	Soviet Navy unnamed (T.201 – 1946).

Ordered 10/2/44

J.493	POPLAR LAKE	Star Shipyard (New Westminster)	Vivian (Vancouver)	45	10. 5.45	9. 1.46	Soviet Navy unnamed (T.199 – 1946).
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Ordered 4/8/44

J.490	MAPLE LAKE	Clare Shipbuilding (Metaghan)	Vivian (Vancouver)	44	44	 1.45	Cancelled 18/9/44 & completed mercantile <i>Burin</i> (1945)?
J.481	OAK LAKE	-do-	-do-	44	45	 7.45	Cancelled 18/9/44 & completed mercantile <i>Codroy</i> (1945)?

Ordered 6/6/41

J.801	BYMS.1	American Car & Foundry (Wilmington)	General Motors (Cleveland)	24. 7.41	17. 3.42	30. 5.42	BYMS.2001 (1944); sold ../6/48 for mercantile conversion.
J.802	BYMS.2	-do-	-do-	11. 8.41	2. 4.42	22. 6.42	BYMS.2002 (1944); sold ../8/47 for mercantile conversion.
J.803	BYMS.3	-do-	-do-	25. 8.41	14. 5.42	13. 7.42	BYMS.2003 (1944); sold ../10/47 for mercantile conversion.
J.804	BYMS.4	-do-	-do-	29. 8.41	18. 6.42	1. 8.42	BYMS.2004 (1944); sold ../8/47 for mercantile conversion.
J.809	BYMS.9	Associated Ship- builders (Seattle)	-do-	18. 9.41	17. 3.42	31. 8.42	BYMS.2009 (1944), Italian Navy ANEMONE (1947); scrapped ../68.
J.810	BYMS.10	-do-	-do-	18. 9.41	19. 2.42	29. 7.42	BYMS.2010 (1944); sold 20/12/47 for mercantile conversion.
J.811	BYMS.11	-do-	-do-	25. 2.42	30. 4.42	20. 9.42	BYMS.2011 (1944), mercantile <i>Young Joe</i> (1947), RBN EUREKA (1956), EUPEN (1962); scrapped ../66.
J.812	BYMS.12	-do-	-do-	31. 3.42	27. 5.42	5.10.42	BYMS.2012 (1944), Italian Navy BIANCOSPINO (1947); scrapped ../68.
J.813	BYMS.13	-do-	-do-	4. 3.42	4. 7.42	29.10.42	BYMS.2013 (1944), REN GAZA (1947); internal explosion off Mersa Matruh 26/7/50.
J.814	BYMS.14	-do-	-do-	29. 5.42	11. 8.42	23.11.42	BYMS.2014 (1944), Italian Navy GERANIO (1947); scrapped ../68.
J.815	BYMS.15	Dachel-Carter (Ben- ton Harbour)	-do-	17. 7.41	25. 3.42	21. 7.42	BYMS.2015 (1944); sold Subic Bay 21/10/47.
J.816	BYMS.16	-do-	-do-	31. 7.41	24. 2.42	9. 6.42	BYMS.2016 (1944); sold ../1/48 for mercantile conversion.
J.817	BYMS.17	Bellingham Marine Railway	-do-	16. 7.41	14. 4.42	30. 5.42	BYMS.2017 (1944); destroyed 24/5/48.
J.818	BYMS.18	-do-	-do-	23. 7.41	2. 5.42	16. 7.42	BYMS.2018 (1944), South Korean Navy unnamed (YMS.517 – 1947), KOWON (19..); lost cause & place unknown ../48.

Ordered 11/6/41

J.819	BYMS.19	Bellingham Marine Railway	General Motors (Cleveland)	26. 7.41	30. 5.42	8. 8.42	BYMS.2019 (1944); mined off Cotione 19/9/43, beached & abandoned.
J.820	BYMS.20	-do-	-do-	2. 8.41	27. 6.42	29. 8.42	BYMS.2020 (1944); sold ../7/47 for mercantile conversion.
J.821	BYMS.21	Seattle Shipbuilding	-do-	11. 8.41	28. 2.42	31. 7.42	BYMS.2021 (1944); sold ../9/47 for mercantile conversion.
J.822	BYMS.22	-do-	-do-	24.10.41	21. 3.42	9. 5.42	BYMS.2022 (1944); mined Frejuo Gulf 16/8/44.
J.823	BYMS.23	-do-	-do-	4. 3.42	23. 5.42	27.10.42	BYMS.2023 (1944), Italian Navy MUGHETTO (1947); scrapped ../68.

J.824	BYMS.24	-do-	-do-	24. 3.42	27. 6.42	6.11.42	BYMS.2024 (1944), Italian Navy NARCISO (1947); scrapped .././68.
J.825	BYMS.25	Ballard Marine Rail- way (Seattle)	-do-	12. 8.41	21. 2.42	14. 7.42	BYMS.2025 (1944); sold 20/12/47 for mercantile conversion.
J.826	BYMS.26	-do-	-do-	12. 8.41	21. 3.42	22. 8.42	BYMS.2026 (1944), mercantile <i>Calypso</i> (1947); capsized Singapore 8/1/96 after settling on sunken barge & salvaged 25/1/96.
J.827	BYMS.27	-do-	-do-	1.10.41	23. 5.42	20. 9.42	BYMS.2027 (1944), Italian Navy OLEANDRO (1947); scrapped .././68.
J.828	BYMS.28	-do-	-do-	24. 2.42	27. 6.42	29.10.42	BYMS.2028 (1944), REN ARISH (1947); hulked .././68.
J.829	BYMS.29	Barbour Boats (New Bern)	-do-	11. 8.41	17. 1.42	8. 6.42	BYMS.2029 (1944); sold ../2/48 for mercantile conversion.
J.830	BYMS.30	-do-	-do-	11. 8.41	17. 1.42	8. 6.42	BYMS.2030 (1944); mined off Le Havre 8/10/44.
Ordered 2/10/41							
J.805	BYMS.5	Wheeler Shipbuilding (Whitestone)	General Motors (Cleveland)	31.10.41	17. 8.42	14. 9.42	BYMS.2005 (1944), US Army (1947), South Korean Navy unnamed (YMS.514 – 1947), KILCHU (19..); scrapped .././56.
J.806	BYMS.6	-do-	-do-	4.11.41	22. 8.42	28. 9.42	BYMS.2006 (1944), US Army (1947), South Korean Navy unnamed (YMS.516 – 1947), mined Wonsan 19/10/50.
J.807	BYMS.7	-do-	-do-	17.11.41	7. 9.42	8.10.42	BYMS.2007 (1944); US Army (1947); sold 4/11/47.
J.808	BYMS.8	-do-	-do-	28.11.41	7. 9.42	19.10.42	BYMS.2008 (1944), US Army (1947), South Korean Navy unnamed (YMS.518 – 1947), YONG KUNG (19..); scrapped .././56.
Ordered 14/3/42							
J.831	BYMS.31	American Car & Foundry (Wilmington)	General Motors (Cleveland)	11. 5.42	7. 9.42	12. 3.43	BYMS.2031 (1944), mercantile <i>Nanridi</i> (1947), <i>Monte Carmelo</i> (1950).
J.832	BYMS.32	-do-	-do-	21. 5.42	29.10.42	9. 4.43	BYMS.2032 (1944), Finnish Navy TAMMENPÄÄ (1948); scrapped .././58.
J.833	BYMS.33	-do-	-do-	1. 6.42	6. 1.43	1. 6.43	BYMS.2033 (1944), RHN KALYMNOS (1946).
J.834	BYMS.34	-do-	-do-	22. 6.42	11. 3.43	28. 6.43	BYMS.2034 (1944); sold ../9/47 for mercantile conversion.
J.835	BYMS.35	-do-	-do-	7. 9.42	24. 6.43	13. 8.43	BYMS.2035 (1944), REN MALEK FUAD (1947); hulked .././68.
J.836	BYMS.36	-do-	-do-	31.10.42	29. 7.43	18. 9.43	BYMS.2036 (1944); destroyed 9/3/48.
J.837	BYMS.37	Barbour Boats (New Bern)	-do-	5. 5.42	7. 9.42	14. 3.43	BYMS.2037 (1944), Italian Navy ORCHIDEA (1947); scrapped .././68.
J.838	BYMS.38	-do-	-do-	14. 5.42	30. 9.42	14. 4.43	BYMS.2038 (1944), RNethN MARSDIEP (1946), mercantile <i>Siriri</i> (1962).
J.839	BYMS.39	-do-	-do-	27. 5.42	14.10.42	14. 6.43	BYMS.2039 (1944); sold 14/5/48 for mercantile conversion.
J.840	BYMS.40	-do-	-do-	7. 9.42	7.12.42	12. 8.43	BYMS.2040 (1944); sold ../8/47 for mercantile conversion.
J.841	BYMS.41	-do-	-do-	15.10.42	15. 6.43	7.10.43	BYMS.2041 (1944), REN DARFOUR (1947), Algerian Navy SIDI FRADJ (1962).
J.842	BYMS.42	-do-	-do-	15.10.42	26. 6.43	11.11.43	BYMS.2042 (1944), Italian Navy GLADIOLO (1947); scrapped .././68.
J.843	BYMS.43	Gibbs Gas Engine (Jacksonville)	-do-	3. 4.42	12. 6.42	11.11.42	BYMS.2043 (1944); sold Subic Bay 6/1/48.
J.844	BYMS.44	-do-	-do-	9. 4.42	19. 6.42	26.11.42	BYMS.2044 (1944), Finnish Navy PURUNPÄÄ (1948), mercantile <i>Paramera</i> (1959)
J.845	BYMS.45	-do-	-do-	10. 4.42	4. 7.42	31.12.42	BYMS.2045 (1944); sold 21/10/47 for mercantile conversion.
J.846	BYMS.46	-do-	-do-	15. 4.42	19. 7.42	19. 1.43	BYMS.2046 (1944), RNethN WESTERSCHELDE (1946); scrapped .././68.
J.847	BYMS.47	-do-	-do-	23. 4.42	9. 8.42	9. 2.43	BYMS.2047 (1944), Finnish Navy KATANPÄÄ (1948); scrapped .././60.
J.848	BYMS.48	-do-	-do-	24. 4.42	19. 8.42	19. 2.43	BYMS.2048 (1944), RNethN ZUIDERDIEP (1947); scrapped .././62.
J.849	BYMS.49	-do-	-do-	9. 5.42	1. 9.42	19. 3.43	BYMS.2049 (1944), Finnish Navy VAHREPÄÄ (1948); scrapped .././58.
J.850	BYMS.50	-do-	-do-	9. 5.42	7. 9.42	5. 4.43	BYMS.2050 (1944), RNethN HOLLANDSHDIEP (1946); scrapped .././58.
J.851	BYMS.51	-do-	-do-	4. 7.42	18. 9.42	15. 4.43	BYMS.2051 (1944); sold ../8/47 for mercantile conversion.
J.852	BYMS.52	-do-	-do-	7. 7.42	3.10.42	18. 5.43	BYMS.2052 (1944); sold ../5/48 for mercantile conversion.
J.853	BYMS.53	-do-	-do-	22. 8.42	28.12.42	7. 6.43	BYMS.2053 (1944); mined off Porto Corsini 28/4/45.
J.854	BYMS.54	-do-	-do-	25. 8.42	31.12.42	26. 6.43	BYMS.2054 (1944), mercantile (1948), RHN AURA (1959); scrapped .././62.
J.85	BYMS.55	Westerguard Boats (Biloxi)	-do-	30. 4.42	7.12.42	6. 5.43	BYMS.2055 (1944), South Korean Navy unnamed (YMS.515 – 1948), KOR YONG (19..); scrapped .././59.

J.856	BYMS.56	-do-	-do-	1. 5.42	24.12.42	18. 6.43	BYMS.2056 (1944), RHN KARTERIA (1946); scrapped ..../69.
J.857	BYMS.57	-do-	-do-	7. 5.42	15. 1.43	21. 7.43	BYMS.2057 (1944); sold ../8/47 for mercantile conversion.
J.858	BYMS.58	-do-	-do-	14. 5.42	15. 1.43	10. 8.43	BYMS.2058 (1944), mercantile (1947), RHN ARIADNI (1959); scrapped ../71.
J.859	BYMS.59	-do-	-do-	4. 5.42	6. 2.43	27. 8.43	BYMS.2059 (1944); lost cause & place unknown en route Subic Bay 24/8/46.
J.860	BYMS.60	-do-	-do-	19. 5.42	20. 2.43	13. 9.43	BYMS.2060 (1944); scuttled place unknown 5/3/48.
J.861	BYMS.61	-do-	-do-	7.12.42	8. 5.43	29. 9.43	BYMS.2061 (1944); sold Subic Bay ../10/47.
J.862	BYMS.62	-do-	-do-	24.12.42	25. 5.43	29.10.43	BYMS.2062 (1944); sold ../10/47 for mercantile conversion.
J.863	BYMS.63	-do-	-do-	15. 1.43	12. 6.43	10.11.43	BYMS.2063 (1944); sold ../4/48 for mercantile conversion.
J.864	BYMS.64	-do-	-do-	15. 1.43	2. 8.43	20.11.43	BYMS.2064 (1944); sold 21/10/47 for mercantile conversion.
J.865	BYMS.65	Wheeler Shipbuilding (Whitestone)	-do-	16. 4.42	21.12.42	22. 1.43	BYMS.2065 (1944), RHN PAXI (1944); sold ../69.
J.866	BYMS.66	-do-	-do-	20. 4.42	11. 1.43	8. 2.43	BYMS.2066 (1944), RHN PARALOS (1944).
J.867	BYMS.67	-do-	-do-	25. 4.42	25. 1.43	23. 2.43	BYMS.2067 (1944), RHN SALAMINIA (1944); scrapped ../66.
J.868	BYMS.68	-do-	-do-	30. 4.42	9. 2.43	16. 3.43	BYMS.2068 (1944), RHN LEFKAS (1946); scrapped ../66.
J.869	BYMS.69	-do-	-do-	6. 5.42	3. 3.43	30. 3.43	BYMS.2069 (1944), REN NAHARIA (1947); hulked ../68.
J.870	BYMS.70	-do-	-do-	15. 5.42	22. 2.43	15. 4.43	BYMS.2070 (1944); sold 6/5/48 for mercantile conversion.
J.871	BYMS.71	-do-	-do-	10. 6.42	24. 3.43	4. 5.43	BYMS.2071 (1944), RHN KEFALLINIA (1947).
J.872	BYMS.72	-do-	-do-	25. 6.42	7. 4.43	13. 5.43	BYMS.2072 (1944); lost cause unknown off Beirut ../11/43.
J.873	BYMS.73	-do-	-do-	25. 7.42	14. 4.43	31. 5.43	BYMS.2073 (1944), Italian Navy BEGONIA (1947), Italian Coast Guard MARESCIALLO OLTRAMONTE (1961).
J.874	BYMS.74	-do-	-do-	8. 8.42	24. 4.43	8. 6.43	BYMS.2074 (1944), RHN KASSOS (1943); mined off Piraeus 15/10/44.
J.875	BYMS.75	-do-	-do-	24. 7.42	1. 5.43	18. 6.43	BYMS.2075 (1944), REN KAISARIA (1947); hulked ../68.
J.876	BYMS.76	-do-	-do-	17. 8.42	8. 5.43	26. 6.43	BYMS.2076 (1944), mercantile (1948), RHN PROKYON (1959); scrapped ../68.
J.877	BYMS.77	-do-	-do-	3.10.42	15. 5.43	6. 7.43	BYMS.2077 (1944); mined Gulf of Corinth 24/10/44.
J.878	BYMS.78	-do-	-do-	20.10.42	22. 5.43	14. 7.43	BYMS.2078 (1944), RHN VEGAS (1948); sold ../57.
J.879	BYMS.79	-do-	-do-	29.10.42	22. 5.43	24. 7.43	BYMS.2079 (1944); sold ../5/48 for mercantile conversion.
J.880	BYMS.80	-do-	-do-	4.11.42	31. 5.43	3. 8.43	BYMS.2080 (1944); sold 21/10/47 for mercantile conversion.
J..../....	BYMS.81/250	.....	.....	.....	.....	.....	Retained USN.
Ordered 8/6/42							
J.935	BYMS.137	Astoria Marine	General Motors (Cleveland)	8. 8.42	19. 3.43	17. 4.43	BYMS.2137 (1944), mercantile <i>Calisto</i> (1947).
J.936	BYMS.141	-do-	-do-	24. 3.43	19. 7.43	28. 8.43	BYMS.2141 (1944), Italian Navy DALIA (1947), Italian Coast Guard BRIGADIERE AVALLONE (1961).
J.937	BYMS.142	-do-	-do-	22. 4.43	16. 8.43	30. 9.43	BYMS.2142 (1944), Italian Navy AZALIA (1947); scrapped ../68.
J.938	BYMS.148	San Diego Marine Construction	-do-	8. 6.42	29.11.42	15. 5.43	BYMS.2148 (1944); US Army (1947).
J.939	BYMS.149	-do-	-do-	26.10.42	5. 4.43	14. 8.43	BYMS.2149 (1944), REN RAFAH (1947); hulked ../63.
J.940	BYMS.150	-do-	-do-	6.12.42	5. 4.43	14. 8.43	BYMS.2150 (1944), Italian Navy GARDENIA (1947).
J.941	BYMS.152	Campbell Machine (San Diego)	-do-	3. 8.42	17. 4.43	26.11.43	BYMS.2152 (1944), mercantile (1947), RHN KLIO (1967).
J.942	BYMS.153	-do-	-do-	7. 8.42	31. 7.43	23.11.43	BYMS.2153 (1944); destroyed 12/3/48.
J.943	BYMS.154	-do-	-do-	14. 8.42	4. 9.43	1. 1.44	BYMS.2154 (1944); sold ../47 & scrapped.
J.944	BYMS.155	Berger Boat (Manitowoc)	-do-	29. 6.42	27.10.42	11. 2.43	BYMS.2155 (1944), RNethN VLIESTROOM (1946); scrapped ../62.
J.945	BYMS.156	-do-	-do-	10. 7.42	12.11.42	13. 3.43	BYMS.2156 (1944), RNethN TEXELSTROOM (1946); Dutch Sea Cadet Corps (1957).
J.946	BYMS.157	-do-	-do-	18. 7.42	1.12.42	15. 4.43	BYMS.2157 (1944), sold 23/4/48 for mercantile conversion.
J.947	BYMS.161	-do-	-do-	1.12.42	3. 4.43	27. 7.43	BYMS.2161 (1944); sold 21/10/47 for mercantile conversion.
J.948	BYMS.162	-do-	-do-	10.12.42	24. 4.43	20. 8.43	BYMS.2162 (1944), sold 21/10/47 for mercantile conversion.

J.949	BYMS.167	Dachel-Carter (Benton Harbour)	-do-	5. 8.42	12. 6.43	31. 7.43	BYMS.2167 (1944), mercantile <i>Valldal</i> (1948).
J.950	BYMS.168	-do-	-do-	14. 9.42	4. 7.43	29. 8.43	BYMS.2168 (1944); sold Subic Bay 21/10/47.
J.951	BYMS.171	H C Grebe (Chicago)	-do-	22. 5.42	21.11.42	29. 3.43	BYMS.2171 (1944), RHN KEFALINIA (1946); scrapped ..../66.
J.952	BYMS.172	-do-	-do-	22. 5.42	26.11.42	17. 4.43	BYMS.2172 (1944), RHN KERKYRA (1946).
J.953	BYMS.173	-do-	-do-	28. 5.42	7.12.42	1. 5.43	BYMS.2173 (1944); sold 5/5/48 for mercantile conversion.
J.954	BYMS.174	-do-	-do-	23. 6.42	19.12.42	22. 5.43	BYMS.2174 (1944), mercantile <i>Sliema</i> (1948), <i>Sidquisem</i> (1953), <i>Caramy</i> (1956), <i>Capricorne</i> (1963).
J.955	BYMS.175	-do-	-do-	27. 6.42	9. 1.43	5. 6.43	BYMS.2175 (1944), REN TOR (1947), Algerian Navy DJEBEL AURES (1962), wrecked off Algiers ..../4/63.
J.956	BYMS.181	-do-	-do-	21. 1.43	24. 6.43	12. 9.43	BYMS.2181 (1944); sold Subic Bay 21/10/47.
J.957	BYMS.182	-do-	-do-	22. 1.43	15. 7.43	25. 9.43	BYMS.2182 (1944), mercantile (1948), RHN LAMBADIAS (1959); scrapped ..../68.
J.958	BYMS.185	Greenport Basin	-do-	29. 5.42	8. 8.42	9. 2.43	BYMS.2185 (1944), RHN AFROESSA (1944).
J.959	BYMS.186	-do-	-do-	12. 5.42	22. 8.42	20. 2.43	BYMS.2186 (1944), RHN LEROS (1944); scrapped ..../69.
J.960	BYMS.187	-do-	-do-	27. 6.42	7. 9.42	12. 3.43	BYMS.2187 (1944), mercantile <i>Lord Strickland</i> (1947), <i>Amiral de Joinville</i> (19..), <i>Centaur</i> (19..).
J.961	BYMS.188	-do-	-do-	22. 7.42	26. 9.42	30. 3.43	BYMS.2188 (1944), RNethN VOLKERAK (1947); sold 15/1/60 for mercantile conversion.
J.962	BYMS.189	-do-	-do-	25. 8.42	14.10.42	1. 5.43	BYMS.2189 (1944); sold ..../8/47 for mercantile conversion.
J.963	BYMS.190	-do-	-do-	22. 8.42	31.10.43	10. 5.43	BYMS.2190 (1944), RHN SIMI (1944); scrapped ..../66.
J.964	BYMS.191	-do-	-do-	7. 9.42	14.11.42	1. 6.43	BYMS.2191 (1944), RHN KOS (1944); mined off Cape Turbo 15/4/44.
J.965	BYMS.194	-do-	-do-	18.11.42	30. 1.43	11. 7.43	BYMS.2194 (1944), Italian Navy TULIPANO (1947); scrapped ..../68.
J.966	BYMS.202	-do-	-do-	14. 9.42	9.12.42	11. 8.43	BYMS.2202 (1944); sold ..../1/48 for mercantile conversion.
J.967	BYMS.203	C Hildebrand Dry Dock (Kingston)	-do-	15. 10.42	15. 1.43	31. 8.43	BYMS.2203 (1944); sold 21/10/47 for mercantile conversion.
J.968	BYMS.204	-do-	-do-	2.11.42	2. 3.43	14. 9.43	BYMS.2204 (1944); sold G L Gutianuy (Subic Bay) 21/10/47.
J.969	BYMS.205	-do-	-do-	30.11.42	31. 3.43	29. 9.43	BYMS.2205 (1944); sold O B Ferry Service (Subic Bay) 27/20/47.
J.970	BYMS.206	-do-	-do-	18.12.42	29. 4.43	16.10.43	BYMS.2206 (1944), Italian Navy MAGNOLIA (1947); scrapped ..../68.
J.971	BYMS.209	-do-	-do-	30. 4.42	15. 8.42	24. 3.43	BYMS.2209 (1944), RHN ZAKYNTHOS (1946).
J.972	BYMS.210	-do-	-do-	4. 5.42	7. 9.42	19. 4.43	BYMS.2210 (1944), RNethN BORNDIEP (1946); scrapped ..../62.
J.973	BYMS.211	-do-	-do-	18. 5.42	10.10.42	17. 5.43	BYMS.2211 (1944), Polish Navy (1947).
J.974	BYMS.212	-do-	-do-	21. 5.42	16.10.42	29. 5.43	BYMS.2212 (1944), REN KORDOFAN (1947); hulked ..../68.
J.975	BYMS.213	-do-	-do-	13. 6.42	13.11.42	17. 6.43	BYMS.2213 (1944), mercantile (1948), West German Navy ADOLF BESTELMEYER (1961).
J.976	BYMS.214	-do-	-do-	24. 8.42	26. 2.43	2. 7.43	BYMS.2214 (1944), mercantile clubship Rainham (1947).
J.977	BYMS.217	J N Martinac Ship-building (Tacoma)	-do-	20. 6.42	21.11.42	29. 4.43	BYMS.2217 (1944); sold 29/12/47 for mercantile conversion.
J.978	BYMS.221	-do-	-do-	31.12.42	22. 4.43	16. 9.43	BYMS.2221 (1944), mercantile (1947), RHN PIGASSOS (1959); scrapped ..../68.
J.979	BYMS.223	Mojean & Erikson (Tacoma)	-do-	10. 6.42	27.12.42	29. 4.43	BYMS.2223 (1944); sold 22/10/47 for mercantile conversion.
J.980	BYMS.225	-do-	-do-	9. 1.43	25. 4.43	10.10.43	BYMS.2225 (1944); US Army (1947).
J.981	BYMS.229	F L Sample (Booth-bay)	-do-	7. 9.42	11. 1.43	5. 6.43	BYMS.2229 (1944), RHN PATMOS (1943); scrapped ..../66.
J.982	BYMS.230	-do-	-do-	7. 9.42	20. 2.43	6. 7.43	BYMS.2230 (1944), RNethN OOSTERSCHELDE (1947); scrapped 1962.
J.983	BYMS.232	-do-	-do-	12. 1.43	26. 4.43	7. 9.43	BYMS.2232 (1944); scuttled place unknown 12/3/48.
J.984	BYMS.233	-do-	-do-	27. 2.43	22. 7.43	8.10.43	BYMS.2233 (1944); sold ..../1/48 for mercantile conversion.
J.985	BYMS.234	-do-	-do-	27. 4.43	4. 9.43	1.11.43	BYMS.2234 (1944); sold 10/6/48 for mercantile conversion.
J.986	BYMS.236	Stadium Yacht Basin (Cleveland)	-do-	24. 6.42	16. 1.43	23. 6.43	BYMS.2236 (1944); US Army (1946).
J.987	BYMS.240	-do-	-do-	11. 4.42	31.10.42	25. 5.43	BYMS.2240 (1944), RHN ITHAKI (1946); scrapped ..../66.
J.988	BYMS.244	Tacoma Boat Building	-do-	5.10.42	18.12.42	3. 7.43	BYMS.2244 (1944); sold 14/11/47.
J.989	BYMS.246	-do-	-do-	24.11.42	11. 3.43	26. 8.43	BYMS.2246 (1944); sold 29/12/47 for mercantile conversion.

J.990	BYMS.252	Weaver Shipyard	-do-	30. 5.42	24. 6.43	29. 9.43	BYMS.2252 (1944), mercantile (1948), RHN THALIA (1959), mercantile (1967).
J.991	BYMS.253	-do-	-do-	30. 5.42	3. 7.43	21.10.43	BYMS.2253 (1944); sold 6/5/48 for mercantile conversion.
J.992	BYMS.254	-do-	-do-	30. 5.42	31. 1.43	11.11.43	BYMS.2254 (1944), RNethN DEURLOO (1946); scrapped .././62.
J.993	BYMS.255	-do-	-do-	30. 5.42	22. 5.43	29.11.43	BYMS.2255 (1944); mined off Boulogne 5/10/44.
J.994	BYMS.256	-do-	-do-	3. 6.42	28. 8.43	20.12.43	BYMS.2256 (1944); sold ../1/48 for mercantile conversion.
J.995	BYMS.257	-do-	-do-	15.10.42	30. 9.43	19. 1.44	BYMS.2257 (1944), Polish Navy (1947).
J.996	BYMS.258	-do-	-do-	31.10.42	28.10.43	8. 2.44	BYMS.2258 (1944), US Army (1947), South Korean Navy unnamed (YMS.513 – (1947), KIMCHON (19..); scrapped .././68.
J.997	BYMS.261	South Coast (New-port Beach)	-do-	9. 6.42	25. 9.42	8. 7.43	BYMS.2261 (1944), mercantile (1947), RHN ANDROMEDA (1959); scrapped .././67.
J.998	BYMS.264	-do-	-do-	24. 9.42	18. 1.43	26.10.43	BYMS.2264 (1944); sold J Pierce 27/10/47.
J.999	BYMS.277	J Martinac Shipbuilding (Tacoma)	-do-	5. 2.43	19. 6.43	18.10.43	BYMS.2277 (1944), Italian Navy FIORDALISO (1947); scrapped .././68.
J.1000	BYMS.278	-do-	-do-	11. 3.43	17. 7.43	12.11.43	BYMS.2278 (1944), Italian Navy PRIMULA (1947); scrapped .././68.
J.1001	BYMS.279	H C Grebe (Chicago)	-do-	23. 1.43	29. 7.43	2.10.43	BYMS.2279 (1944), mercantile (1947), West German Navy RUDOLF DIESEL (1961).
J.1002	BYMS.280	-do-	-do-	25. 1.43	12. 8.43	16.10.43	BYMS.2280 (1944), Italian Navy VERBENA (1947); scrapped .././68.
J.1003	BYMS.282	San Diego Marine Construction	-do-	15. 8.42	30.11.42	26. 8.43	BYMS.2282 (1944), Polish Navy (1947).
J.1004	BYMS.284	-do-	-do-	30.10.42	17. 2.43	29.10.43	BYMS.2284 (1944); sold 23/10/47 for mercantile conversion.
J.1005/1084	Eighty unnamed	.....	.....	.....	.....	.....	Retained USN.

Estuarial Minesweepers

The requirements for these craft arose owing to the heavy mining of the Danube by RAF aircraft, and to clear the river of these highly-sensitive magnetic mines was a prerequisite before it could be used by Allied forces. As there were many shallow areas to be swept, the existing motor minesweepers and motor fishing vessels were too deep-draught for the task; and an alternative solution had to be found for a shallow-draught influence ’sweeper that could be rapidly implemented.

The craft finally selected for conversion were the “Z” class ramped cargo lighters that had been built in India between 1943 and 1944, and whose draught fully loaded was only 2¼ft forward and 4ft aft. To the largest extent possible all ferrous metals were removed, and replaced by non-ferrous material; and the residual permanent magnetism was wiped clean by de-perming. Further to reduce the magnetic signature the main engines were moved from the hull to a new superstructure deck added aft, with a belt drive from the displaced engines to the propeller shafts, and the slack taken up by a tensioning pulley. A skid magnetic sweep was adopted in place of the LL sweep, with pulse power provided by an 80-cell battery bank kept charged by a diesel-generator set; and this was also positioned on the superstructure deck. All this improvisation nevertheless proved very effective, and the resulting magnetic signature was well within permissible limits.

Two flotillas, each of ten craft, were placed in service during the first quarter of 1945; and each flotilla was supported by a danlayer, two stores barges, and two accommodation barges. The danlayer was not fitted with the electric sweep, or its battery; and the stores and accommodation barges were non-propelled. These craft are believed to have borne the numbers ZZ.21/30. None of these craft finally reached the Danube; but they were briefly put to good use in other shallow water areas such as the Venetian canals, the Schelde estuary, etc.

“Z” lighter conversions: ZZ.1/30.

Displacement: 360 tons (..... tons full load).
Dimensions: 134 (pp)/145 (oa) × 30 ×d/.... (2¼F/4A full load) feet.

Machinery: Two shafts, Gray ...cyl (borein ×in stroke) diesel engines 200 = 7½ knots.
Bunkers & radius: O.F. ... tons,nm @ ...k.
Complement: ...

Name	Builder	Completed	Fate
Conversions ordered 10/8/44			
ZZ.1	 (India)	43	For disposal Trieste ../7/46.
ZZ.2	-do-	43	For disposal Trieste ../7/46.
ZZ.3	-do-	43	RNethN (1946).
ZZ.4	-do-	43	For disposal Trieste ../7/46.
ZZ.5	-do-	43	For disposal Trieste ../7/46.
ZZ.6	-do-	43	RNethN (1946).
ZZ.7	-do-	43	For disposal Trieste ../7/46.
ZZ.8	-do-	43	For disposal Trieste ../7/46.
ZZ.9	-do-	43	For disposal Trieste ../7/46.
ZZ.10	-do-	43	For disposal Trieste ../7/46.
ZZ.11	-do-	43	For disposal Port Said ../7/46.
ZZ.12	-do-	43	Capsized stress of weather Forth 5/5/46.
ZZ.13	-do-	43	Foundered UK waters ../4/46; salvaged & scrapped.
ZZ.14	-do-	43	RNethN (1946).
ZZ.15	-do-	43	Capsized stress of weather UK waters 27/12/45; salvaged & scrapped
ZZ.16	-do-	43	Burnt-out Port Said ../9/46 & written-off as constructive total loss.
ZZ.17	-do-	43	For disposal Port Said ../7/46.
ZZ.18	-do-	43	For disposal Port Said ../7/46.
ZZ.19	-do-	43	For disposal Port Said ../7/46.
ZZ.20	-do-	43	For disposal Port Said ../7/46.
ZZ.21	-do-	43	For disposal Trieste ../7/46.
ZZ.22	-do-	43	For disposal Port Said ../7/46.
ZZ.23	-do-	43	For disposal Trieste ../7/46.

ZZ.24	-do-	43	For disposal Trieste ../7/46.	ZZ.28	-do-	43	For disposal Port Said ../7/46.
ZZ.25	-do-	43	For disposal Port Said ../7/46.	ZZ.29	-do-	43	For disposal Trieste ../7/46.
ZZ.26	-do-	43	For disposal Port Said ../7/46.	ZZ.30	-do-	43	For disposal Trieste ../7/46.
ZZ.27	-do-	43	For disposal Port Said ../7/46.	Machinery contracts: Gray (.....)			

Minesweeping Gunboats

Denny type: GREY FOX, GREY GOOSE, GREY OWL, GREY SEAL, GREY SHARK, GREY WOLF.

Former steam gunboats converted to fast minesweepers in 1944/45, with the armament reduced to four 20mm AA (2×2) guns. They were used for displacement minesweeping as an emergency counter-measure to the otherwise unsweepable pressure mine; which was laid on the sea bed, and was activated by the decrease in water pressure under a moving ship’s hull. This

decrease in pressure was accentuated at high speed and in shallow water. These boats were used to make high-speed runs over the mined area with the intention that the wash would activate the pressure mine, and their speed would ensure that the detonation would take place at a safe distance astern. As the pressure mines were usually laid in a mixed field, which contained acoustic and magnetic mines as well, both acoustic and magnetic sweeps had also to be provided. See under steam gunboats for details.

Minesweeping Motor Launches

Fairmile B class:

This class was designed to undertake a wide variety of duties, including minesweeping, and could be rapidly converted to this role when so required. About 100 were fitted with wire sweep gear, and were employed in coastal and estuarial waters. See under motor launches for details.

Admiralty design:

The smaller harbour defence motor launch could also be fitted with wire sweeps for employment in estuarial waters and rivers. See under motor launches for details.

Minesweeping Landing Craft

As the occasion demanded a wide variety of landing craft were fitted to stream a wire sweep for the final run-in to the beachhead; and for clearance duties in captured enemy rivers, canals, and ports. Craft utilised for this purpose included LCT (4), LCT (5), LCM (1), LCM (3), LCM (7), LCP (L), and LCV. See under landing craft for details.

Minesweeping Motor Fishing Vessels

Admiralty design:

For the European landings in 1944 several 75ft MFVs were fitted with magnetic (LL) sweeps for working close inshore, and later in rivers and canals as they were freed from enemy control. See under motor fishing vessels for details.

Minesweeping Tugs

“Bustler”/“Assurance” classes:

Some of these vessels were used—or were earmarked—for the hazardous displacement minesweeping of pressure mines (see under minesweeping gunboats). See under rescue tugs for details.

Trawlers, Whalers and Drifters

Trawlers and Whalers

Naval trawler construction during the First World War assumed very modest proportions up to the close of 1916; and had been limited to only the "Military" class, and the "Z" class whalers. Wholesale requisitioning had otherwise met naval commitments, but by the latter part of 1916 the Admiralty had taken over so many trawlers and drifters that it was not possible to requisition any more if the supply of fish for the population was not to be imperilled. The Admiralty, therefore, ordered 250 trawlers and 150 steam drifters (q.v.) for their own account; supplemented—at a later stage—by equally large orders for trawlers and drifters in the U.K., Canada, and India.

The trawlers embraced three main classes based on their builder's mercantile prototypes, and comprised Cochrane's "Mersey" class, Smith's Dock's "Castle" class, and Hall Russell's "Strath" class. In total, over 120 "Mersey" class, nearly 300 "Castle" class, and some 160 "Strath" class were ordered, and given names from the muster rolls of the battleships *Victory* and *Royal Sovereign* at the time of Trafalgar. A small number of mercantile trawlers under construction at this time were requisitioned, and allotted to one of the three main classes according to dimensions. They were known as non-standard "Mersey" class, etc.; and included in the overall totals above, amounted to at least five "Mersey", 17 "Castle", and 20 "Strath" classes.

These large classes were nearly all sold-out commercially between the wars, until in 1939 only 14 "Mersey", three "Castle", and a solitary "Strath" remained in service, plus four of the "Axe" class. Their number was considerably augmented by requisitioning during the Second World War when some 30 "Mersey", 175 "Castle", and 75 "Strath", together with two "Axe" and two "Military" classes, again reverted to being H.M. Ships. These vessels were also requisitioned by the Allied navies: seven "Strath"/four "Castle"/five "Mersey" classes by the French Navy; two "Mersey" class by the Royal Belgian Navy, and two "Mersey" class by the Royal Hellenic Navy; while one "Mersey" class was even requisitioned by the German Navy.

In 1935 the naval prototype *Basset* was launched which had a larger fo'c'sle, the bridge placed more amidships, and slightly more speed than her purely functional mercantile counterpart. The success of the *Basset* is best illustrated by the fact that the 250 naval trawlers that followed her in the succeeding ten years deviated little from the basic design.

In the same year, as a result of the Abyssinian crisis, 20 modern trawlers were purchased; and were equally fitted for either anti-submarine (A/S—with "Gem" names) or minesweeping (M/S—with "Tree" names) work. A further 20 were acquired between 1936 and 1939 for A/S, M/S, boom defence (BDV), or depot ship duties; together with six whalers—all building in 1939—which were completed as A/S vessels. These vessels, with 25 survivors from the First World War, and some six "Basset" class, were the sole trawler strength available to the Royal Navy at the outbreak of war in 1939; plus some 40 "Basset" ("Tree"/"Dance" classes) under construction. But



Above: The *Pierre-André* was one of numerous former "Castle" class trawlers requisitioned for patrol work; and was little altered except for the addition of an open upper bridge, and a short mainmast and deckhouse aft of the funnel. She was armed with a 12pdr AA gun forward, two single .303in Hotchkiss machine guns on forward extensions of the lower bridge, and a 20mm AA gun aft. (IWM)

the organisation of the trawler reserve was equal to the emergency, and hundreds of trawlers and drifters were rapidly mobilised, and were placed in naval service. Heavy demands were made on trawlers for A/S and M/S work in the opening stages of the war, and they proceeded far afield, even to providing the A/S screen for early war ocean convoys. Their weatherly qualities, always of the highest order, often resulted in their being the only type of escort operative in adverse weather conditions; and they could keep the seas when even destroyers were compelled to seek shelter.

War construction was mainly confined to the *Basset* type ("Shakespearean"/"Isles" classes), with the addition of three very similar vessels for the Royal New Zealand Navy. Contracts were placed in Burma and India for the *Basset* type, in Canada for the "Isles" class, and in New Zealand for the "Castle" class (1916 design). The vessels building in Burma were lost incomplete as a result of the Japanese invasion; while the necessity for the Indian-built vessels to have their machinery supplied from the U.K. resulted in half of them being subsequently cancelled. Orders for commercial type trawlers were also placed in Portugal and Brazil, but the latter were turned over to the Brazilian Navy on its entry into the war. A limited number of commercial type trawlers were also built in the U.K. based on designs by Hall Russell, Cochrane, and Cook, Welton & Gemmell: the latter replacing Smith's Dock—now wholly occupied with the production of corvettes and frigates—from the original trio of the First World War.

The naval trawlers were usually armed with a 4in gun when intended for patrol and A/S work, and a 12pdr when intended for M/S work; while those in subsidiary services—examination/target/boom defence/barrage

balloon/stores/fuel or water/fire-fighting/salvage/hospital/etc.—normally had only a light AA armament for self-defence. This generally applied to the requisitioned vessels as well. Similarly, the original AA machine guns fitted in both naval and requisitioned vessels were subsequently replaced by 20mm guns in practically all units. In the naval-built trawlers the mast stepped forward of the bridge was invariably re-stepped abaft it, AW RDF was added at the masthead, and all-steel bridgework replaced the former mattress-protected wood or canvas structures. Reciprocating machinery, with which reserve engine room personnel were familiar, was adhered to throughout the war, except for the Portuguese-built trawlers which were diesel-engined; and from the prototype *Basset* coal-firing was adopted for cylindrical boilers.

Building was so regulated that relatively few trawlers were cancelled at the termination of hostilities, when requisitioned vessels were rapidly returned to trade, and large numbers of naval-built trawlers accompanied them into commercial ownership.

Old “Military” class: Requisitioned CARBINEER II, DRUMMER.

Displacement: ... tons (... tons full load).

Dimensions: 130 (pp)/138¾ (oa) × 23½ × 13½d/12¾ feet.

Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12½in:21in:35in × 26in stroke) IHP 450 = 10½ knots.

Bunkers & endurance: Coal ... tons,nm @ ..k.

Armament: One 12pdr gun.

Complement: 20.

“Axe” class: DEE, KENNET, GARRY, LIFFEY. Requisitioned IRONAXE.

Displacement: 390 tons (520 tons full load).

Dimensions: 130 (pp)/138¾ (oa) × 23½ × 13½d/12 feet.

Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12½in:21in:35in × 26in stroke) IHP 525 = 10½ knots.

Bunkers & endurance: Coal ... tons,nm @ ..k.

Armament: One 12pdr gun.

Complement: 18.

“Axe” class: Requisitioned SUREAXE.

Displacement: ... tons (... tons full load).

Dimensions: 112½ (pp)/..... (oa) × 23½ × 13d/12 feet.

Machinery: One SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl 11½in:20in:33in × 22in stroke) IHP 410 = 10 knots.

Bunkers & endurance: Coal ... tons,nm @ ..k.

Armament: One 12pdr gun.

Complement: 20.

“Strath” class (non-standard): Requisitioned BEN ARDNA, DORILEEN, MADDEN, RICHARD BENNETT.

Displacement: 320 tons (440 tons full load).

Dimensions: 122¾ (pp)/..... (oa) × 22¼ × 13¼d/12¼ feet.

Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12in:20in:34in × 24in stroke) IHP 450 = 10½ knots

Bunkers & radius: Coal ... tons,nm @ ..k

Armament: One 12pdr/4in gun.

Complement: 20.

“Strath” class (non-standard): Requisitioned CHRISTANIA T PURDY, GEORGE R PURDY, SILVER DYKE.

Displacement: 310 tons (430 tons full load).

Dimensions: 115 (pp)/..... × 22½ × 13d/12 feet.

Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE 11½in:20in:34in × 23in stroke) IHP 430 = 10½ knots.

Bunkers & radius: Coal ... tons,nm @ ..k.

Armament: One 12pdr/4in gun

Complement: 20

“Strath” class (non-standard): Requisitioned THOMAS ANSELL

Displacement: 310 tons (430 tons full load).

Dimensions: 115½ (pp)/..... (oa) × 22 × 12¾d/12 feet.

Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12in:20in:33in × 22in stroke) IHP 430 = 10½ knots.

Bunkers & radius: Coal ... tons,nm @ ..k.

Armament: One 12pdr/4in gun.

Complement: 20

“Strath” class (non-standard): Requisitioned DOONIE BRAES, FORT ROSE.

Displacement: 311 tons (429 tons full load).

Dimensions: 115½ (pp)/123½ (oa) × 22¼ × 13d/12¼ feet.

Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12in:20in:34in × 24in stroke) IHP 450 = 10½ knots.

Bunkers & radius: Coal ... tons,nm @ ..k

Armament: One 12pdr/4in gun.

Complement: 20.

“Strath” class (non-standard): Requisitioned JOHN FITZGERALD, *WILLIAM STEPHEN.

Displacement: 320 tons/440 tons (full load).

Dimensions: 120 (pp)/..... (oa) × 22½ × 13d/12½ feet.

Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12in:20in:34in × 24in stroke except * cyl 11½in:20in:34in × 23in stroke) IHP 450 except * 430 = 10½ knots.

Bunkers & endurance: Coal ... tons,nm @ ..k.

Armament: One 12pdr/4in gun.

Complement: 20

“Strath” class: *STRATHCOE. Requisitioned ADASTRAL, ANNABELLE, ARLETTE, AVONDEE, BELTON, BENJAMIN COLEMAN, BERVIE BRAES, BRACONBURN, BRACONHILL, BUCHANS II, CHANDOS, CLARIBELLE, CREVETTE, DELILA, DULCIBELLE, EDITH M PURDY, EVELINA, FLIXTON, FORT ROBERT, GEORGETTE, GILLIAN, HENRIETTE (i), HUMPHREY, INCHGOWER, KINGSCOURT, KUVERA, LIDDOCK, LOCH BLAIR, MARY A PURDY, MARY CAM, MIRABELLE, MORAY, NORTHWARD HO, OCEAN FISHER, OCEAN VICTOR, OLDEN TIMES, PHILIPPE, PITSTRUAN, RIVER ANNAN, RIVER ESK, RIVER GARRY, RIVER LEVEN, RIVER LOSSIE, RIVER NESS, RIVER SPEY, SABINA, SAMUEL BENBOW, SARAH A PURDY, SEDOCK, SOUBRETTE, SOUTHWARD HO, STAR OF LIBERTY, STRATHRANNOCH, STURDEE, SUZETTE, THE TOWER, THOMAS CURRELL, TUMBY, WILLIAM HALLETT, WILLIAM HANBURY, WITHAM, WOODS, YESSO. **Seized** ROCHE VELEN.

Displacement: 311 tons (429 tons full load).

Dimensions: 115 (pp)/123 (oa) × 22 × 13d/10 (... full load).

Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12in:20in:34in × 23in stroke) IHP 430 = 10½ knots.
Bunkers & radius: Coal ... tons,nm @ ...k.
Armament: One 3in gun; twenty-four mines (* only).
Complement: 18.

Old “Castle” class (non-standard): Requisitioned CEYLONITE, *CHARLES DORAN, LOCH PARK, MALACOLITE, MONTANO, *OSAKO. **Seized** *BEAULNE VERNEUIL.

249/273/248/248/269/260/268 tons gross respectively: 125½ (pp)/135½ (oa) × 22½ except * 22¾ × 13d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 12½in:21½in:35¼in × 24in stroke) IHP 500 = 10 knots except * IHP 400 = 9½ knots, coal tons (.....nm @ ...k): guns: complement ...

Old “Castle” class (non-standard): Requisitioned ETHEL TAYLOR. **Seized** LUCIENNE JEANNE

276/264 tons gross respectively: 125½ (pp)/..... (oa) × 23½ × 13½d/13¼ feet: one SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12½in:21in:35in × 26in stroke) IHP 550 = 10 knots, coal tons (.....nm @ ...k): guns: complement ...

Old “Castle” class (non-standard): Requisitioned *OGANO, REHEARO, REMILLO.

265/266/266 tons gross respectively: 125¼ except *125½ (pp)/..... (oa) × 22 × 13 except * 13½d/.... feet: one SE cylindrical boiler (195lb/in²), one shaft, reciprocating (VTE cyl 12½in:21½in:35¼in × 24in stroke) IHP 400 = 9½ knots, coal tons (.....nm @ ...k): guns: complement ...

Old “Castle” class: (first group) CORONET, *MADRAS, WAKAKURA. **Requisitioned** ALBERT LIGNY, ALEXANDER SCOTT, ALVIS, ARTHUR CAVANAGH, ASTROS, BEAUMARIS CASTLE, BEN BHEULA, BEN DEARG, BRABANT, CAERPHILLY CASTLE, CALIBAN, CAPSTONE, CARDIFF CASTLE, CHARLES BOYES, CLYTH NESS, COBBERS, COMITATUS, COMMILES, COMMODATOR, COMPUTATOR, CONCERTATOR, COTSMUIR, DAMITO, DANIEL CLOWDEN, DARNET NESS, DAVID HAIGH, DAVID OGILVIE, DE LA POLE, EASTCOATES, EDWARD WALMSLEY, FLANDERS, FLYING ADMIRAL, FONTENOY, GADFLY, GEORGE ADGELL, GEORGE COUSINS, GROSMONT CASTLE, GROUIN-DU-COU, GWMAHO, HARRY MELLING, HILDINA, IJUIN, IRVANA, JAMES COSGROVE, JAMES LAY, JOHN BAPTISH, JOHN CATTILING, JOSEPH BUTTON, LADY STANLEY, LAVEROCK, LAXMI, LEPHRETO, LIME-SLADE, LOCH BUIE, LOCH LONG, LOCH NAVER, LORRAINE, MARIE LOUISE, MARSONA, MICHAEL GRIFFITH, MILFORD COUNTESS, MILFORD DUCHESS, MILFORD DUKE, MILFORD EARL, MILFORD KING, MILFORD PRINCE, MILFORD QUEEN, MORGAN JONES, NAMUR, NAZARETH, NEIL SMITH, NIBLICK, NORTH NESS, NORTHCOATES, OCEAN ROVER, OUR BAIRNS, PELAGOS, PETER CAREY, PHINEAS BEARD, POLLY JOHNSON, RADNOR CASTLE, REBOUNDO, RICHARD CROFTS, RIGHTO, RIVER CLYDE, ROBERT BOWEN, RAGLAN CASTLE, ROTHERSLADE, SIR JOHN LISTER, SOUTHCOATES,

T R FERRENS, TAMORA, TEROMA, THOMAS ALTOFT, THOMAS BARTLETT, THOMAS CONNOLLY, THOMAS LEEDS, TILBURY NESS, TRANIO, WILLIAM BELL, WILLIAM BRADY, WILLIAM BUNCE, WILLIAM CALDWELL, WILLIAM CALE, WILLIAM HANNAM, WILLIAM MANNELL. **Seized** ANTIOCH II, CONGRE, NADINE, NOTRE DAME DE LOURDES.

Displacement: 360 tons (547 tons full load).
Dimensions: 125 (pp)/134 (oa) × 23½ × 13½d/12 feet.
Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12in:20in:34in × 23in stroke) IHP 480 = 10½ knots.
Bunkers & endurance: Coal 164 tons,nm @ ..k.
Armament: One 12pdr AA gun.
Complement: 18 except * 23.

Old “Castle” class: (second group) AROHA, AWATERE, HAUTAPU, *‡HINAU, MAIMAI, *†MANUKA, UKA, PAHAU, *‡RIMU, *TAWHAI, WAIAU, WAIHO, WAIITI, WAIKAKA, WAIKANAE, WAIKATO, WAIMA, WAIPU.

New Zealand’s contribution to new construction during the Second World War was very restricted owing to the country’s limited shipbuilding capabilities, together with the necessary industrial support that is vital to such an undertaking. For naval purposes New Zealand could not build anything larger than a trawler, and the only local design available was the First World War “Castle” class. An example of the problems faced was that the first three vessels built—the *Hinau*, *Manuka*, and *Rimu*—had to utilise the machinery of a twin screw merchant ship built in 1903, and a single-screw ship built in 1913, until machinery became available from domestic sources.

Displacement: 447/625 tons.
Dimensions: 125 (pp)/134 (oa) × 23½ × 14d/11 (14 full load) feet.
Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12½in:21in:35in × 26in stroke) IHP 500 = 10 knots except † (VTE cyl 15in:25in:40in × 24in stroke) IHP 550 = 10½ knots and ‡ (VTE cyl 14in:23in:37in × 24in stroke) IHP 720 = 10½ knots.
Bunkers & radius: Coal ... tons,nm @ ...k.
Armament: One 12pdr AA, four .303in AA machine (2×2) guns.
Complement: 32.

“Mersey” class (non-standard): Requisitioned GLADYS, LOIS.

286 tons gross: 130¼ (pp)/..... (oa) × 23 × 13d/.... feet: one SE cylindrical boiler (185lb/in²), one shaft, reciprocating (VTE cyl 13½in:22½in:37in × 24in stroke) IHP 400 = 9½ knots, coal tons (.....nm @ ...k): guns: complement ...

“Mersey” class (non-standard): Requisitioned STAR OF THE REALM.

293 tons gross: 138½ (pp)/..... (oa) × 23½ × 13½d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in × 26in stroke) IHP 550 = 11 knots, coal tons (.....nm @ ...k): guns: complement ...

“Mersey” class: BLACKWATER, BOYNE, CHERWELL, COLNE, DOON, EDEN, EXCELLENT, FOYLE, JAMES LUDFORD, MOY, OUSE, STOUR. **Requisitioned** ADAM, BARBARA ROBERTSON, BLIGHTY, CAPE TRAFALGAR, CHILTERN, CLOUGHTON WYKE, COTSWOLD, ERITH, ESTRELLA DO NORTE, EVELYN ROSE, FAIRWAY, FLORENCE BRIERLEY, FORCE, GENERAL BIRDWOOD, GEORGE BLIGH, GIRARD,



Above: Pre-war views of the *Foyle* (top) and the *Boyne* (above). Following the outbreak of war AA machine guns were added in each wing of the lower bridge, and aft of the mainmast. *Foyle* had served as the South African Navy *Sonneblom* between 1921 and 1934. (P. A. Vicary)

HAYBURN WYKE, JEAN FREDERIC, KOROWA, LADY ELEANOR, LADY ENID, LOCH MOIDART, LONGTOW, LORD GAINSFORD, MYRLAND, NORTHLYN, PHYLLISIA, ST MINVER, SEA MIST, SYRIAN, WELBECK. Seized CASTELNAU, PIERRE-ANDRÉ.

Displacement: 438 tons (665 tons full load).

Dimensions: 138½ (pp)/148 (oa) × 23¾ × 13½d/12¾ feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in × 26in stroke) IHP 600 = 11 knots.

Bunkers & radius: Coal 204 tons,nm @ ...k.

Armament: Two 12pdr AA (2×1) guns.

Complement: 20.

Old "Battle" class: †ARMENTIÈRES, *FESTUBERT, GIVENCHY, *YPRES. **Requisitioned** †ARLEUX, †ARRAS, LOOS, *ST ELOI.

All the Polson-built vessels—the *Festubert*, *St Eloi*, and *Ypres*—were of iron construction; and only the units initially used for minesweeping were armed.

Right: The *Berberis* (upper) and the *Tamarisk* (lower) were both pre-war M/S conversions; and belonged to standard types built by Cochrane, and Cook, Welton & Gemmell respectively.

Displacement: 440 tons (..... tons full load).

Dimensions: 130 (pp)/139 (oa) × 25 except * 23½ × 13 except * 13½d/9½ feet.

Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 12¾in:21½in:35in × 24in stroke) IHP 480 = 10½ knots.

Bunkers & radius: Coal 140 tons,nm @ ...k.

Armament: One 12pdr AA, one .303in AA machine guns (in † only).

Complement: 18.

Mercantile type: (first group) AGATE, AMBER, AMETHYST, BERYL, CORAL, CORNELIAN, JADE, JASPER (i), MOONSTONE, PEARL, RUBY, SAPPHIRE, TOPAZE, TOURMALINE, TURQUOISE.

These conversions were made from the larger, and slightly faster, distant water trawlers; and the mainmast was heightened both to carry the second statutory steaming light, and to spread the W/T aeralis. By the end of the war two/three 20mm AA (2/3×1) and one more AA machine guns were added; and the mainmast had been removed or cut-down.

Trawler A/S conversions: AGATE, AMETHYST.

627 tons: 157¼ (pp)/..... (oa) × 26½ × 13d/.... feet: one SE cylindrical boiler (250lb/in²), one shaft, reciprocating (VTE cyl 14in:23½in:40½in × 27in stroke) IHP 850 = 12 knots, coal tons (.....nm @ ...k): one 4in, one .303in AA machine guns: complement 18.

Trawler A/S conversions: AMBER, *CORAL.

700 tons: 161 (pp)/171¾ (oa) × 26½ × 15d/... feet: one SE cylindrical boiler (215lb/in²), one shaft, reciprocating (VTE cyl 14½in:24in:40in × 27in stroke except * 14in:24in:39in × 27in stroke) IHP 950 except * 750 = 12 knots, coal ... tons (.....nm @ ..k): one 4in, one .303in AA machine guns: complement 18.

Trawler A/S conversions: BERYL, JADE, MOONSTONE.

615 tons: 151¾ (pp)/162 (oa) × 25½ × 14½d/... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13½in:23in:37in × 26in



stroke) IHP 650 = 12 knots, coal ... tons (.....nm @ ..k): one 4in, one .303in AA machine guns: complement 18.

Trawler A/S conversions: CORNELIAN, RUBY.

568 tons: 152 (pp)/..... (oa) $\times$ 25½ $\times$ 14½d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in $\times$ 26in stroke) IHP 650 = 12 knots, coal tons (.....nm @ ...k): one 4in, one .303in AA machine guns: complement 18.

Trawler A/S conversion: JASPER.

581 tons: 145¾ (pp)/..... (oa) $\times$ 25 $\times$ 14¼d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in $\times$ 26in stroke) IHP 600 = 12 knots, coal tons (.....nm @ ...k): one 4in, one .303in AA machine guns: complement 18.

Trawler A/S conversion: PEARL.

649 tons: 154½ (pp)/..... (oa) $\times$ 25½ $\times$ 14¾d/.... feet: one SE cylindrical boiler (210lb/in²), one shaft, reciprocating (VTE cyl 14in:24in:39in $\times$ 27in stroke) IHP 700 = 12 knots, coal tons (.....nm @ ...k): one 4in, one .303in AA machine guns: complement 18.

Trawler A/S conversions: SAPPHIRE, TOPAZ, *TOURMALINE, *TURQUOISE.

608 except * 641 tons tons: 160¼ (pp)/174¼ (oa) $\times$ 26¾ $\times$ 15d/.... feet: one SE cylindrical boiler (225lb/in²), one shaft, reciprocating (VTE cyl 13½in:22½in:39in $\times$ 26in stroke) IHP 1,250 = 12 knots, coal tons (.....nm @ ...k): one 4in gun: complement 18.

Mercantile conversions: (second group) ALDER, BEECH, BERBERIS, CEDAR, CYPRESS, HAWTHORN, HOLLY, HORNBEAM, LARCH, LAUREL, LILAC, MAGNOLIA, MAPLE, MYRTLE, OAK, REDWOOD, SYCAMORE, SYRINGA, TAMARISK, WILLOW.

These units were mid-water trawlers, and were cheaper options than the larger and newer vessels required for A/S work; and they similarly had the mainmast heightened to carry the second statutory steaming light, and to spread the W/T aersials. By the end of the war one/two (*Redwood* only) 20mm AA (1/2 $\times$ 1) and three more AA machine guns were added, and the mainmast had been removed or cut-down.

Trawler M/S conversions: *ALDER, BEECH, BERBERIS, †HORNBEAM.

540 except * 560 and †530 tons: 140¼ (pp)/149¾ (oa) $\times$ 24 $\times$ 14d/... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23¾in:37in $\times$ 26in stroke) IHP 600 = 11 knots, coal ... tons (.....nm @ ..k): one 12pdr AA, one .303in AA machine guns: complement 18.

Trawler M/S conversion: CEDAR.

649 tons: 154½ (pp)/..... (oa) $\times$ 25½ $\times$ 14½d/... feet: one SE cylindrical boiler (210lb/in²), one shaft, reciprocating (VTE cyl 13½in:24in:39in $\times$ 27in stroke) IHP 650 = 11½ knots, coal tons (.....nm @ ...k): one 12pdr AA, one .303in AA machine guns: complement 18.

Trawler M/S conversions: CYPRESS, *HAWTHORN.

548 except * 593 tons: 140¼ (pp)/..... (oa) $\times$ 24¼ except * 24½ $\times$ 14d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in $\times$ 26in stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): one 12pdr AA, one .303in AA machine guns: complement 18.

Trawler M/S conversions: HOLLY, LAUREL.

590 tons: 140¼ (pp)/..... (oa) $\times$ 24½ $\times$ 13d/11½ feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in $\times$ 26in



Above: The prototype trawler *Basset* armed with a 4in gun forward, a twin .5in Vickers machine gun mounting aft, and three single .303in Lewis machine guns. This design could be adapted for the A/S, M/S or combined roles, and was in production throughout the war. The large reel for the LL electric sweep has been added at the stern. (IWM)

stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): one 12pdr AA, one .303in AA machine guns: complement 18.

Trawler M/S conversions: LARCH, MAPLE, *MYRTLE, *OAK, *REDWOOD, TAMARISK.

550 tons: 140¼ except * 140½ (pp)/150¾ (pp) $\times$ 24 $\times$ 14d/11½ feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in $\times$ 26in stroke) IHP 600 = 11 knots, coal ... tons (.....nm @ ..k): one 12pdr AA, one .303in AA machine guns: complement 18.

Three 20mm AA (3 $\times$ 1) guns were later mounted.

Trawler M/S conversion: LILAC.

593 tons: 150½ (pp)/..... (oa) $\times$ 25½ $\times$ 13¾d/12 feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:22½in:37in $\times$ 26in stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): one 12pdr AA, one .303in AA machine guns: complement 18.

Trawler M/S conversions: MAGNOLIA, *SYCAMORE.

557 except * 573 tons: 150¼ except * 150½ (pp)/..... (oa) $\times$ 24½ $\times$ 14d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:22½in:37in $\times$ 26in stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): one 4in except * 12pdr AA, one .303in AA machine guns: complement 18.

Trawler M/S conversions: SYRINGA, WILLOW.

574 tons: 140¼ (pp)/..... (oa) $\times$ 24½ $\times$ 13d/12 feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in $\times$ 26in stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): one 12pdr AA, one .303in AA machine guns: complement 18.

“Basset” class: (first group) †BASSET, *MASTIFF. (second group) *COMOX, *FUNDY, *GASPE, *NOOKTA. (third group) ‡AGRA, AHMEDABAD, ALLAHABAD, AMBALA, AMRITSAR, BANNU, BAREILLY, BARODA, BAREILLY, BENARES, BERAR, CALCUTTA, CAWNPORE, CHITTAGONG, COCHIN, CUTTACK, Dacca, DINAPORE, GAYA, JUBBALPORE, KARACHI, KIAMARI, KOLABA, LAHORE, LUCKNOW, MADURA, MONGHYR, MULTAN, NAGPUR, NASIK, PACHAMARHI, PATNA, PESHAWAR, POONA, PURI, QUETTA, ‡SHILLONG, RAMPUR, SHOLAPUR, SIALKOT, SYLHET, TRAVANCORE, TRICHINOPLY, VIZAGAPATNAM. (fourth group) BAY INNAUNG, COCHRANE, ELARA, GEMUNU.

Displacement: 461 tons (650 tons full load) except * 490 (680 tons full load) and third group 545 tons (735 tons full load).

Right: The A/S trawlers *Agra* (upper) and *Travancore* (lower) were derived from the *Basset* design; but omitted the M/S winch and sweep davits at the stern, and a 12pdr AA replaced the 4in gun forward. The *Agra* is shown as completed with the foremast stepped forward of the bridge, two single .303in Lewis machine guns in the bridge wings, and a 20mm AA gun aft. On the *Travancore* three single 20mm AA guns—two forward of the bridge, and one aft—have replaced the earlier machine guns; while the mast has been re-stepped aft of the bridge. (IWM/RIN)

Dimensions: 150 (pp)/163½ except † 160½ (oa) × 27½ × 15d/10½ (14¾ full load) except third group 12½ (16¾ full load) feet.

Machinery: One SE cylindrical boiler (...lb/in² except * 225lb/in²), one shaft, reciprocating (VTE cyl 13½in:23in:38in × 27in stroke except *† cyl 14¾in:24½in:41in × 27in stroke and ‡ 14¾in:23½in:39in × 24in stroke) IHP 850 = 12 knots except * IHP 950 = 13 knots.

Bunkers & radius: Coal 180 except second group 181 tons,nm @ ...k.

Armament: One 4in, two .303in AA machine (2×1) guns except third group one 12pdr AA, one 20mm AA, four .303in AA machine (2×2) guns.

Complement: 33 except third group 48.

“Tree” class: ACACIA, ALMOND, ASH, BAY, BIRCH, BLACKTHORN, CHESTNUT, DEODAR, ELM, FIR, HAZEL, HICKORY, JUNIPER, MANGROVE, OLIVE, PINE, ROWAN, WALNUT, WHITETHORN, WISTARIA.

Repeat *Basset* design which could be used for either A/S or M/S work; and were consequently fitted with a minesweeping winch and gallows for handling the wire sweeps, together with Asdic and depth charges. They were initially rigged with two masts—the foremast being forward of the bridge—but the mainmast was later removed.

Displacement: 530 tons (720 tons full load).

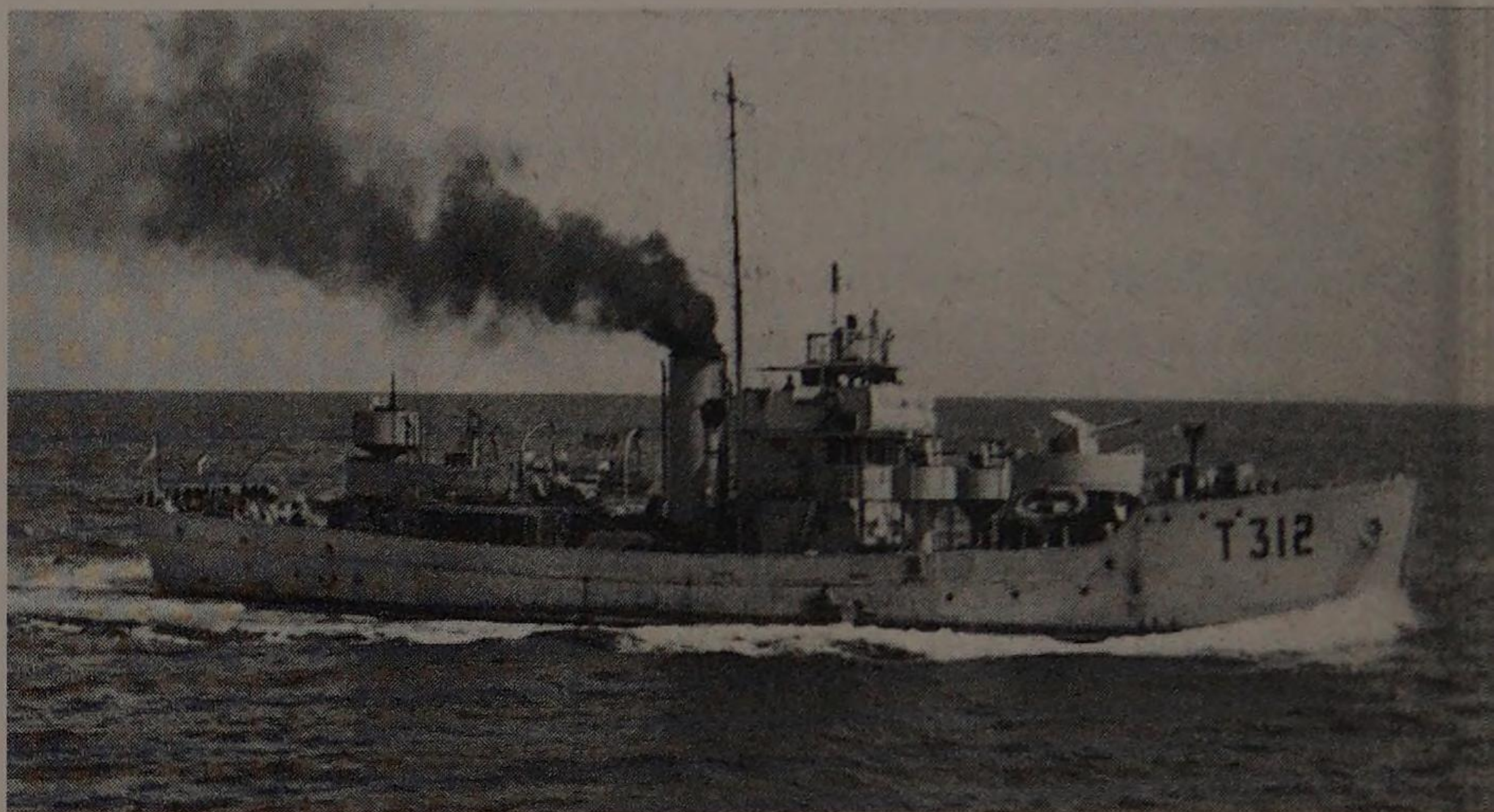
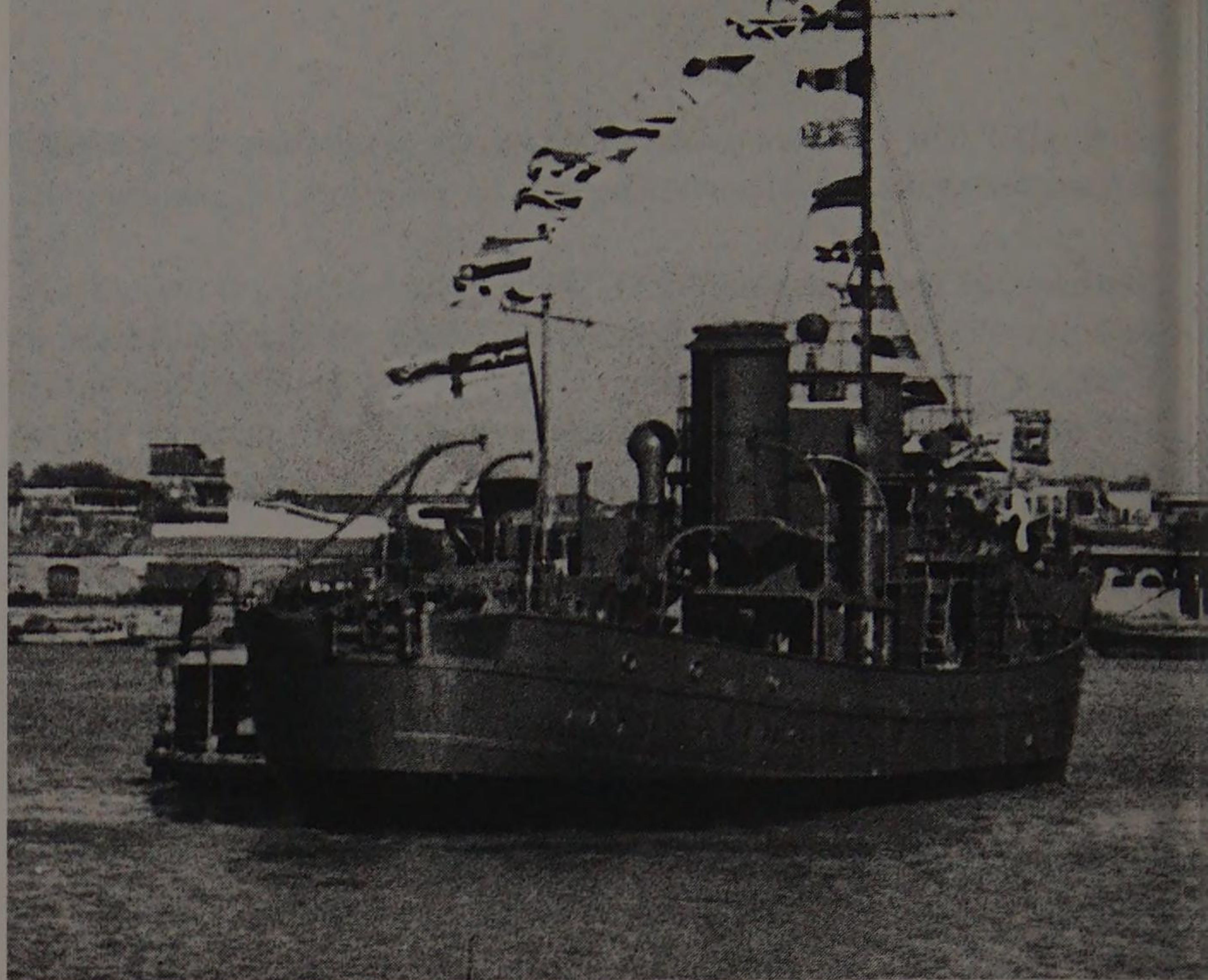
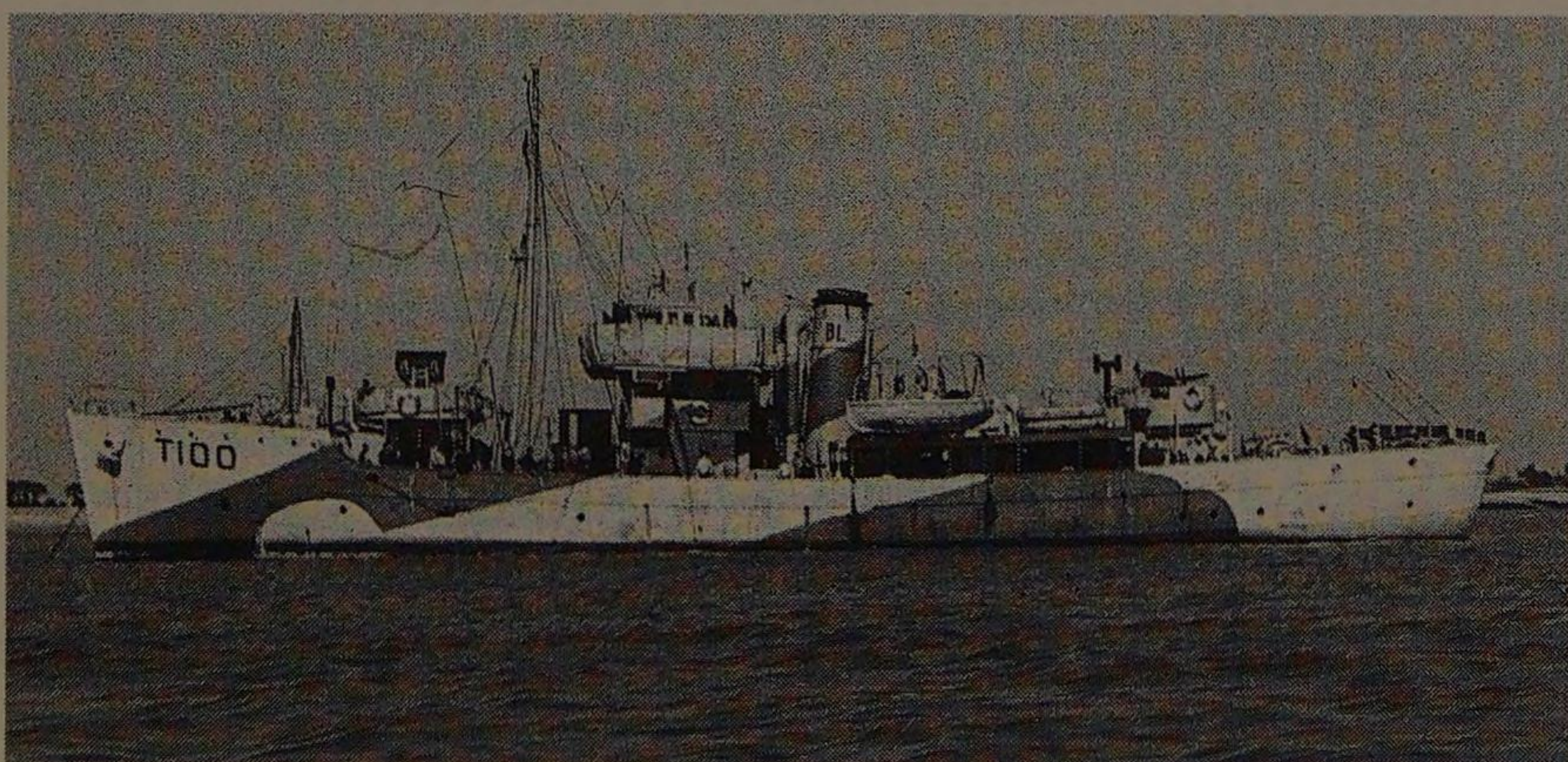
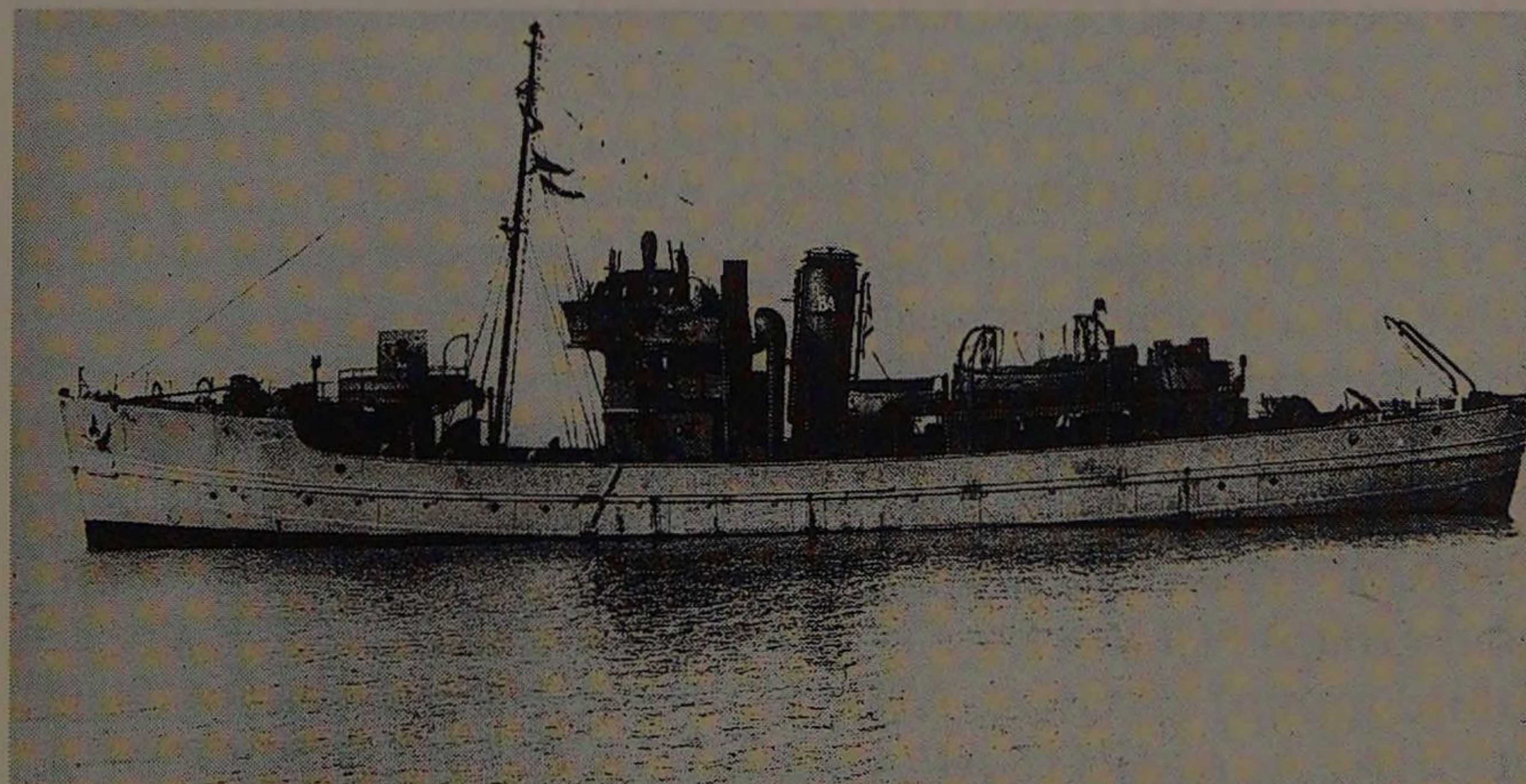
Dimensions: 150 (pp)/164 (oa) × 27½ × 15d/10½ (14¾ full load) feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13½in:23in:38in × 27in stroke) IHP 850 = 11½ knots.

Bunkers & radius: Coal 180 tons.nm @ ...k.

Armament: One 12pdr AA, two .5in AA (1×2), four .303in AA machine (2×2) guns.

Complement: 35.



“Lake” class: BUTTERMERE, ELLESMERE, GRASMERE, THIRLMERE, ULLSWATER, WINDERMERE.

These whalers were all acquired while under construction; and their speed and manoeuvrability made them more suited for A/S work.

Displacement: 560 tons (..... tons full load).

Dimensions: 138½ (pp)/147½ (oa) × 26½ × 14¾d/14¾ feet.

Machinery: One SE cylindrical boiler (225lb/in²), one shaft, reciprocating (VTE cyl 15in:26in:44½in × 27in stroke) IHP 1,400 = 13¾ knots.

Bunkers & radius: Coal tons.nm @ ...k.

Armament: One 4in, one 20mm AA, two .5in AA machine (1×2) guns.

Complement: 35.

“Dance” class: COTILLION, COVERLEY, FANDANGO, FOXTROT, GAVOTTE, HORNPIPE, MAZURKA, MINUET, MORRIS DANCE, PIROUETTE, POLKA, QUADRILLE, RUMBA, SARABANDE, SALTARELO, SWORD DANCE, TANGO, TARANTELLA, VALSE, VELETA.

Repeat *Basset* design which could be used for either A/S or M/S work. They were rigged with two tripod masts, with the foremast stepped aft of the bridge; and had a cowl top to the funnel.

Displacement: 530 tons (770 tons full load).

Left: The trawlers *Bay* (upper) and *Blackthorn* (lower) could be used for either A/S or M/S work, and were fitted with a minesweeping winch and wire sweep davits at the stern. They were completed with a 12pdr AA gun forward, a twin .5in Vickers machine gun mounting aft, and .303in Lewis machine guns in each wing of the upper bridge. (IWM)

Dimensions: 150 (pp)/160½ (oa) × 27½ × 15d/10½ (15¼ full load) feet.
Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13½in:23in:38in × 27in stroke) IHP 850 = 11½ knots.
Bunkers & radius: Coal 180 tons,nm @ 11½k.
Armament: One 4in, three 20mm AA (3×1) guns.
Complement: 35.

“Shakespearian” class: CELIA, CORIOLANUS, FLUELLEN, HAMLET, HORATIO, JULIET, LAERTES, MACBETH, OPHELIA, OTHELLO, ROMEO, ROSALIND.

Repeat *Mastiff* design with higher-rated machinery, which could be used for either A/S or M/S work. They had a pole foremast stepped forward of the bridge, and a cowl top to the funnel. Later the bridge structure was enlarged, and a tripod foremast was stepped aft of the bridge.

Displacement: 545 tons (..... tons full load).

Dimensions: 150 (pp)/164 (oa) × 27¾ × 15d/11 feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13½in:23in:38in × 27in stroke) IHP 950 = 12 knots.

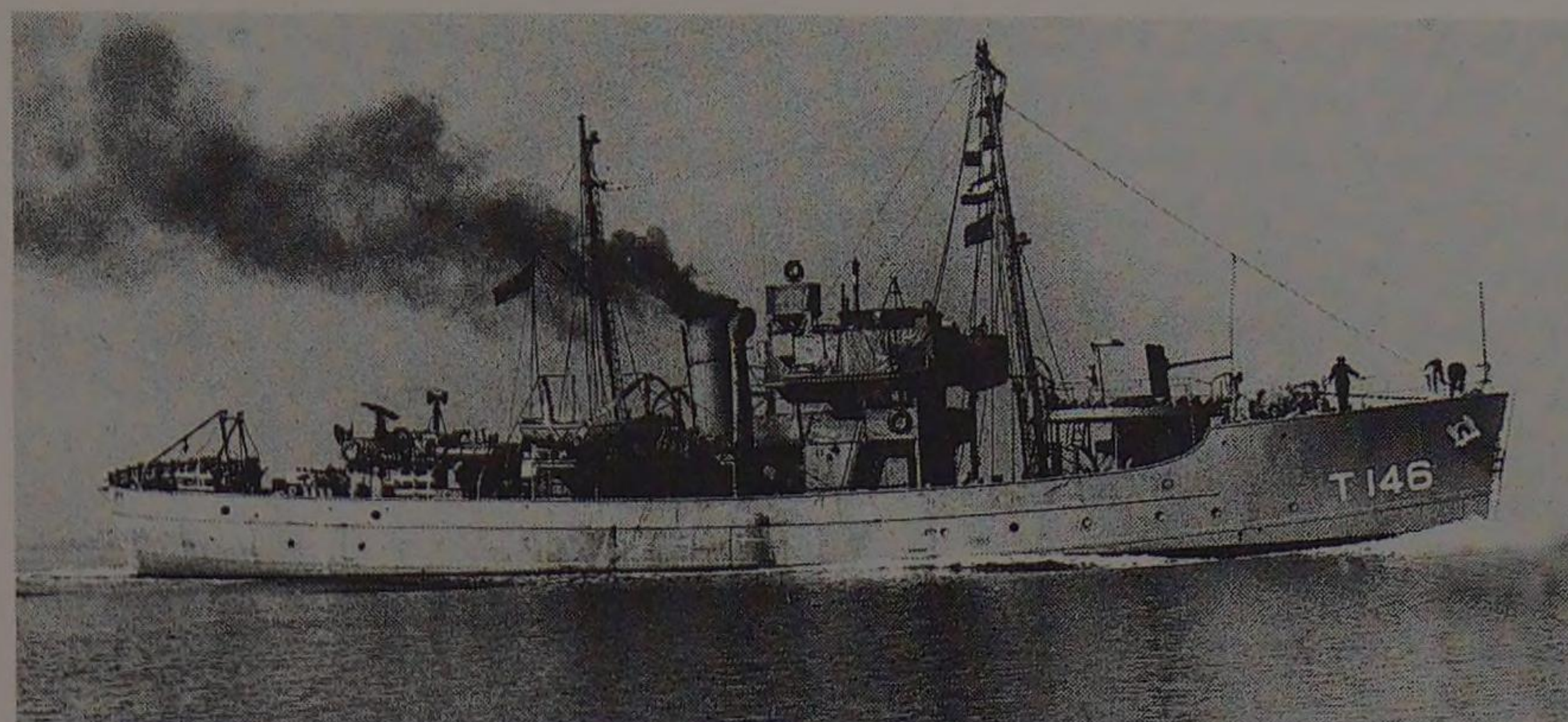
Bunkers & radius: Coal tons,nm @ ...k.

Armament: One 12pdr AA, three 20mm AA (3×1) guns.

Complement: 35.

“Isles” class: AILSA CRAIG, ANNET, ANTICOSTI, ARRAN, BAFFIN, BALTA, BARDSEY, BENBECULA, BERN, BIGGAL, BRESSAY, BRORA, BRURAY, BRYHER, BURRA, BUTE, CAILIFF, CALDY, CALVAY, CAMPOBELLO, CANNA, CAVA, COLL, COLSAY, COPINSAY, CROWLIN, CUMBRAE, DAMSAY, DOCHET, EARRAID, EDAY, EGILSAY, ENSAY, ERISKAY, FARA, FARNE, FETLAR, FIARAY, FILLA, FLATHOLM, FLINT, FLOTTA, FOULA, FOULNESS, FUDAY, GAIRSAY, GANILLY, GATESHEAD, GILLSTONE, GORREGAN, GRAEMSAY, GRAIN, GRASSHOLM, GRUINARD, GULLAND, GWEAL, HANNARAY, HASCOSAY, HAYLING, HELLISAY, HERMETRAY, HERSCHELL, HILDASAY, HOXA, HOY, HUNDA, IMERSAY, INCHOLM, INCHKEITH, INCHMARNOCK, IRONBOUND, ISLAY, JURA, KERRERA, KILLEGRAY, KINTYRE, KITTERN, LINDISFARNE, LINGAY, LISCOMB, LONGA, LUNDY, MAGDALEN, MANITOULIN, MEWSTONE, MINALTO,

Below: The *Biggal* (left) and the *Corregan* (right) were completed with all the refinements that had been added piecemeal to the earlier derivatives of the *Basset* design. They had steel bridges, a taller capped funnel, stepped tripod masts forward and aft and were fitted with AW.RDF at the foremast head; and were armed with a 12pdr AA and three single 20mm AA guns. (IWM)



Top: The trawler *Tango* could also be used for either A/S or M/S work; and was armed with a 4in gun forward, and one twin and two single .303in Lewis machine guns. (IWM)

Above: A naval style steel bridge has replaced the earlier wood and canvas structure on the trawler *Coverley*; the funnel has been raised with a cowl top added, three single 20mm AA have replaced the machine guns, and AW.RDF has been fitted at the masthead. (IWM)

MINCARLO, MISCOU, MOUSA, MULL, NEAVE, ORFASY, ORONSAY, *ORSAY, OXNA, PLADDA, PORCHER, PROSPECT, RONALDSAY, *RONAY, ROSEVEAN, ROUSAY, RUSKHOLM, RYSA, ST AGNES, ST KILDA, SANDA, *SANDRAY, SCALPAY, *SCARAVAY, SCARBA, SHAPINSAY, SHEPPEY, SHIANT, *SHILLAY, SKOKHOLM, SKOMER, SKYE, SLUNA, STAFFA, STEEPHOLM, STROMA, STRONSAY, *SURSAY, SWITHA, *TAHAY, TEXADA, TIREE, *TOC OGAY, *TRODDAY, TRONDRA, ULVA, UNST, *VACEASAY, *VALLAY, VATERSAY, WALLASEA, WESTRAY, WHALSAY, *WIAY.

Repeat *Basset* design which could be used for either A/S or M/S work. They had an enlarged bridge structure, a tripod foremast stepped aft of the bridge,



Right, top: The Canadian-built *Texada* was similarly armed and equipped as her British counterparts. (IWM)

Right, centre and bottom: Modified versions of the "Isles" class included the danlayers *Ronay* (centre) and *Calvay* (bottom). They omitted the 12pdr AA gun, had SW.RDF fitted on the bridge, and the superstructure deck was extended well aft. (IWM)

a cowl top to the funnel, and a short mainmast aft. The 12pdr AA gun was omitted from the danlayers, which had SW.271 RDF fitted on the bridge.

Displacement: 545tons (735 tons full load).

Dimensions: 150 (pp)/164 (oa) × 27½ × 15d/10½ (14 full load) feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13½in:23in:38in × 27in stroke) IHP 850 = 12 knots.

Bunkers & radius: Coal 183 tons,nm @ ...k.

Armament: One 12pdr AA (not in *), three 20mm AA (3×1) guns.

Complement: 40

"Isles" class: BLACKBIRD, DABCHICK, STONECHAT, WHITETHROAT.

Modified to serve as controlled minelayers, could stow 12 mines, and omitted the 12pdr gun forward; but they were otherwise similar to the other units of the class.

Robb design: KIWI, MOA, TUI.

Unlike all other trawlers these units had the fo'c'sle extended to amidships, with the bridge positioned at its aft end; and the foc's'le deck was extended farther aft to abreast the boiler room casing.

Displacement: 600 tons (..... tons full load).

Dimensions: 150 (pp)/156 (oa) × 30 ×d/13 feet.

Machinery: One SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cylin:....in:....in ×in stroke) IHP 1,000 = 14 knots.

Bunkers & radius: Coal tons,nm @ ...k

Armament: One 4in, one 20mm AA guns.

Complement: 35.

Portuguese design: (first group) PRONG, PROOF, PROPERTY, PROPHET, PROTEST, PROWESS.

Portuguese design: (second group) PROBE, PROCTOR, PRODIGAL, PRODUCT, PROFESSOR, PROMISE, and four unnamed.

Although generally similar these groups were built to different designs to suit the capabilities of their builders. The first group had a wood hull and an open bridge, and were slightly shorter than the second group, which had a steel hull and an enclosed bridge; but all were powered by diesel engines. Four of the second group were cancelled, of which two were completed as merchant ships. They were fitted for influence sweeping with an acoustic hammer forward, and an electric (LL) sweep aft.

First group

Displacement: 525 tons (..... tons full load).

Dimensions: 129 (pp)/139 (oa) × 27¾ × 14¼d/11 (....full load) feet.

Machinery: One shaft, Atlas 7cyl (bore 265mm × 450mm stroke) BHP 550 = 11 knots.

Bunkers & radius: OF ... tons,nm @ 11k.

Armament: One 12pdr AA, two .303in AA machine (2×1) guns.

Complement: 30.

Second group

Displacement: 550 tons (..... tons full load).

Dimensions: 133 (pp)/148 (oa) × 25 × 14d/11 (.... full load) feet.



Machinery: One shaft, Ruston & Hornsby 7cyl (bore 12½in × 15in stroke) BHP 550 = 11 knots.

Bunkers & radius: O.F. ... tons,nm @ 11k.

Armament: One 12pdr AA, two .303in AA machine (2×1) guns.

Complement: 30.

Brazilian design: PAMPANO, PAPATERA, PARATI, PARGO, PARU, PELEGRIME.

These large units were designed for minesweeping, but when transferred to the Brazilian Navy they were used as A/S vessels. A conspicuous feature was the tall natural-draught funnel.

Displacement: 570 tons (920 tons full load).

Dimensions: 160 (pp)/176½ (oa) × 28 × 12d/14 feet.

Machinery: One SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cylin:....in:....in ×in stroke) IHP 1,000 = 12½ knots.

Bunkers & endurance: Coal tons,nm @ ...k.

Armament: One 12pdr AA, four 20mm AA (4×1) guns.

Complement: 40.

“Hills” class: BIRDLIP, BUTSER, BREDON, DUNCTON, DUNKERY, INKPEN, PORTSDOWN, YESTOR.

This large design was based on Cook, Welton & Gemmell’s mercantile *Barnett*, and they were used for A/S work. The foremast was stepped well forward, so a short mast was fixed to the fore side of the funnel for signalling purposes.

Displacement: 750 tons (1,005 tons full load).

Dimensions: 166¼ (pp)/182¼ (oa) × 28 × 15d/12 (16 full load) feet.

Machinery: One SE cylindrical boiler (220lb/in²), one shaft, reciprocating (VTE cyl 15in:25in:42in × 27in stroke) IHP 970 = 11 knots.

Bunkers & radius: Coal tons,nm @ ...k.

Armament: One 12pdr AA, three 20mm AA (3×1) guns.

Complement: 35.

“Fish” class: BONITO, BREAM, GRAYLING, GRILSE, HERRING, MULLET, POLLACK, WHITING.

This design was based on Cochrane’s mercantile *Gullfoss*, was sufficiently large to be used for A/S work, and was rigged as the “Hills” class above.

Displacement: 590 tons 830 tons full load).

Dimensions: 146 (pp)/162 (oa) × 25¼ × 14d/12½ (16 full load) feet.

Machinery: One SE cylindrical boiler (210lb/in²), one shaft, reciprocating (VTE cyl 13½in:24in:39in × 27in stroke) IHP 700 = 11 knots.

Bunkers & radius: Coal tons,nm @ ...k.

Armament: One 12pdr AA, three 20mm AA (3×1) guns.

Complement: 35.

“Fish” class: CORNCRAKE, REDSHANK.

Modified to serve as controlled minelayers, could stow 12 mines, and omitted the 4in gun forward; but they were otherwise similar to the other units of the class.

“Round Table” class: SIR AGRAVAINE, SIR GALAHAD, SIR GARETH, SIR GERAINT, SIR KAY, SIR LAMORAK, SIR LANCELOT, SIR TRISTRAM.

This design was based on Hall Russell’s mercantile *Star of Orkney*; but with the bridge moved forward to near amidships, a deckhouse added forward of the bridge, and rigged as the “Hills” class. Their smaller size made them more suitable for M/S work.

Displacement: 440 tons (785 tons full load).

Dimensions: 126 (pp)/137¾ (oa) × 23¾ × 13¾d/11½ (15 full load) feet.

Machinery: One SE cylindrical boiler (185lb/in²), one shaft, reciprocating (VTE cyl 12½in:21in:35in × 26in stroke) IHP 600 = 12 knots.

Bunkers & endurance: Coal ... tons,nm @ ...k.

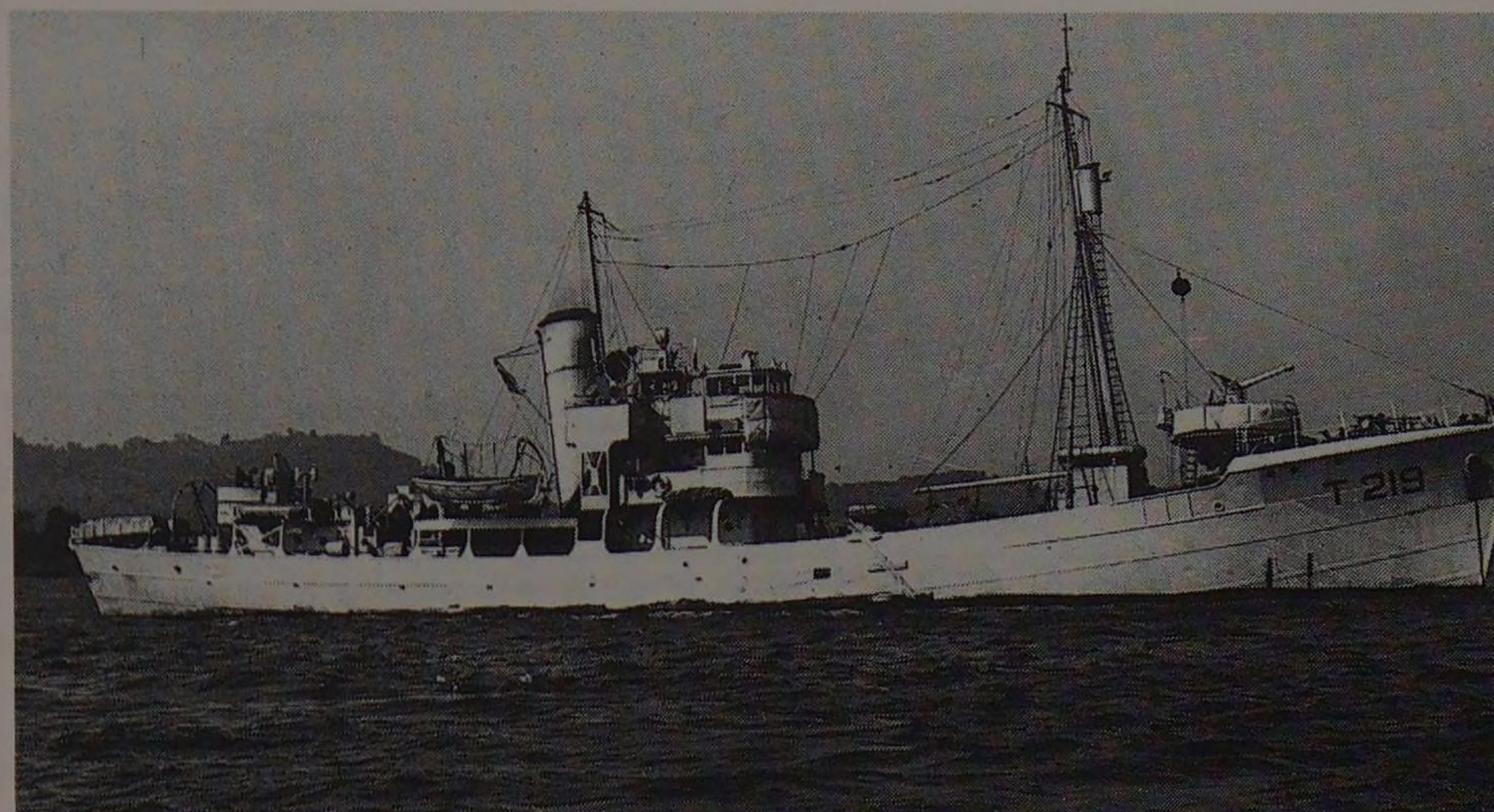
Armament: One 12pdr AA, one 20mm AA, two .303in AA machine (2×1) guns.

Complement: 35.

“Military” class: BOMBARDIER, COLDSTREAMER, FUSILIER, GRENADIER, GUARDSMAN, HOME GUARD, LANCER, ROYAL MARINE, SAPPER.

This design was based on Cook, Welton & Gemmell’s mercantile *Lady Madeleine*, and the vessels were the largest trawlers built during the war, and so were used for A/S work. They had a naval pattern bridge, were dis-

Right: The A/S trawlers *Sir Geraint* (upper) and *Sir Tristram* (lower) had a deckhouse added on the fore deck; and were armed with one 12pdr AA, one 20mm AA, and two single .303in AA machine guns. (IWM)



Above: The A/S trawler *Butser* was one of the largest examples of her type, and was armed with one 12pdr AA and three single 20mm AA guns. (IWM)

tinctively rigged with two tripod masts, and carried AW.286/290 RDF at the foremast head.

Displacement: 830 tons (1,190 tons full load).

Dimensions: 175 (pp)/193 (oa) × 30 × 16d/13 feet.

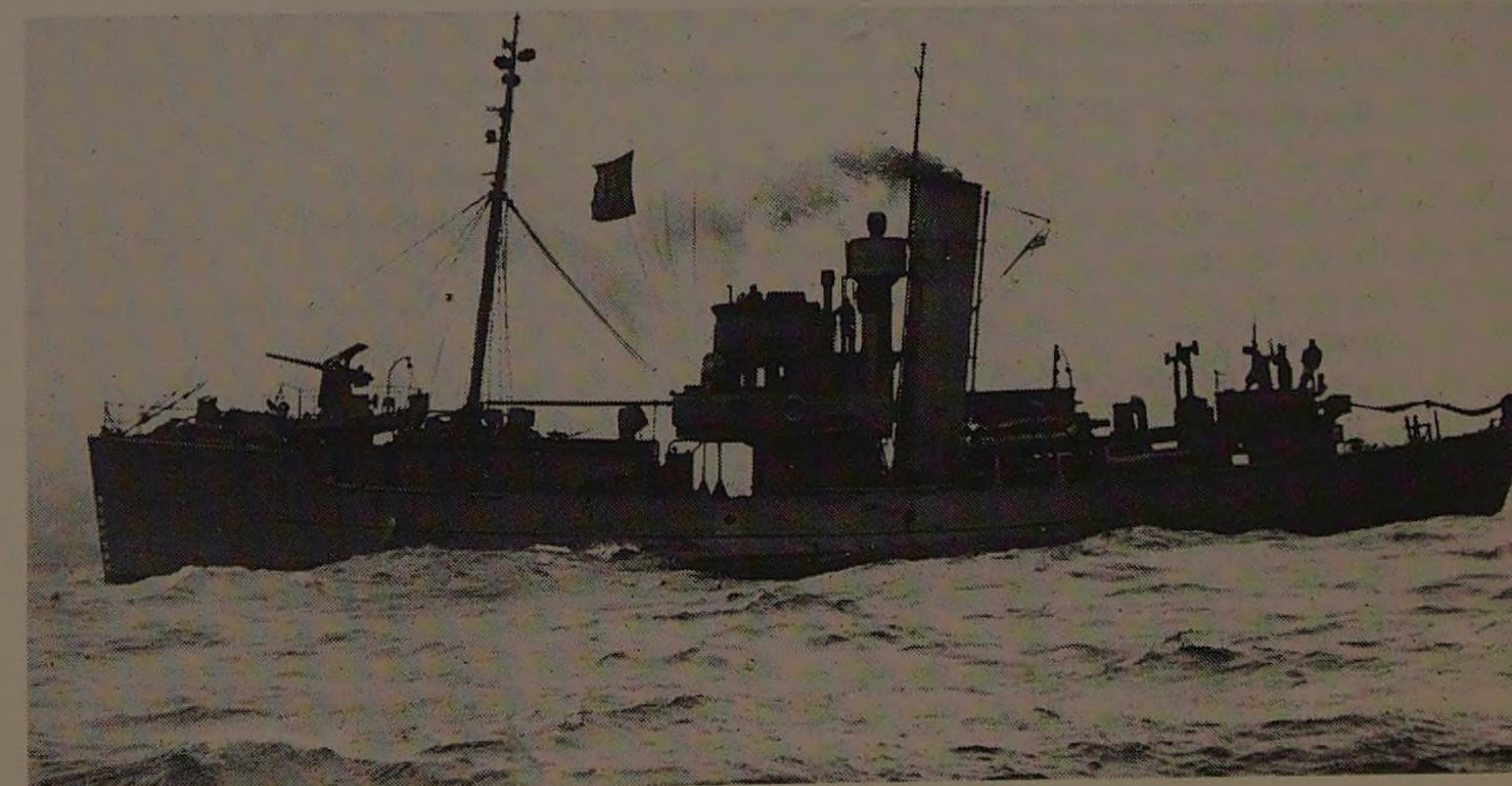
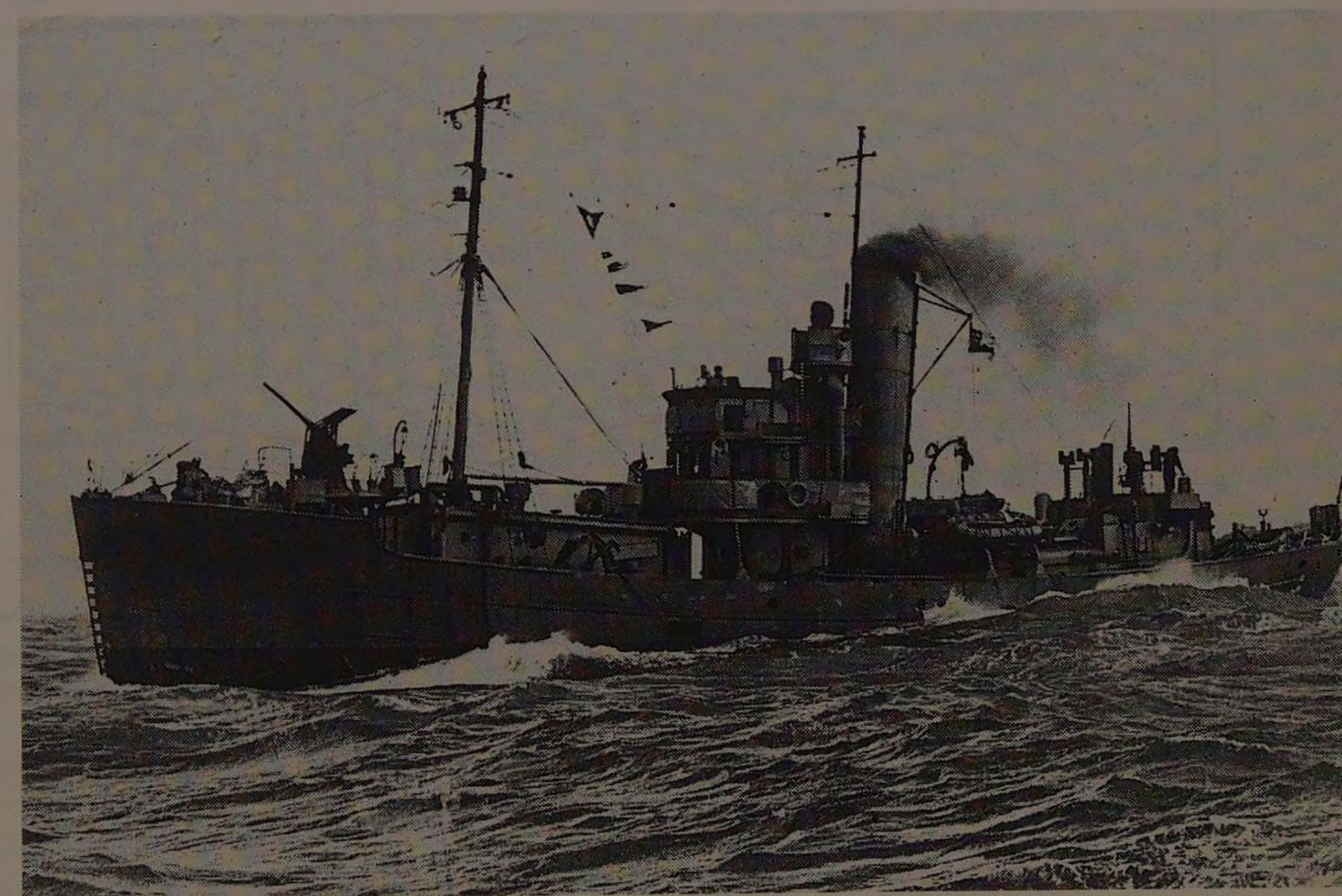
Machinery: One SE cylindrical boiler (225lb/in²), one shaft, reciprocating (VTE cyl 15in:25in:42in × 27in stroke) IHP 1,000 = 12½ knots.

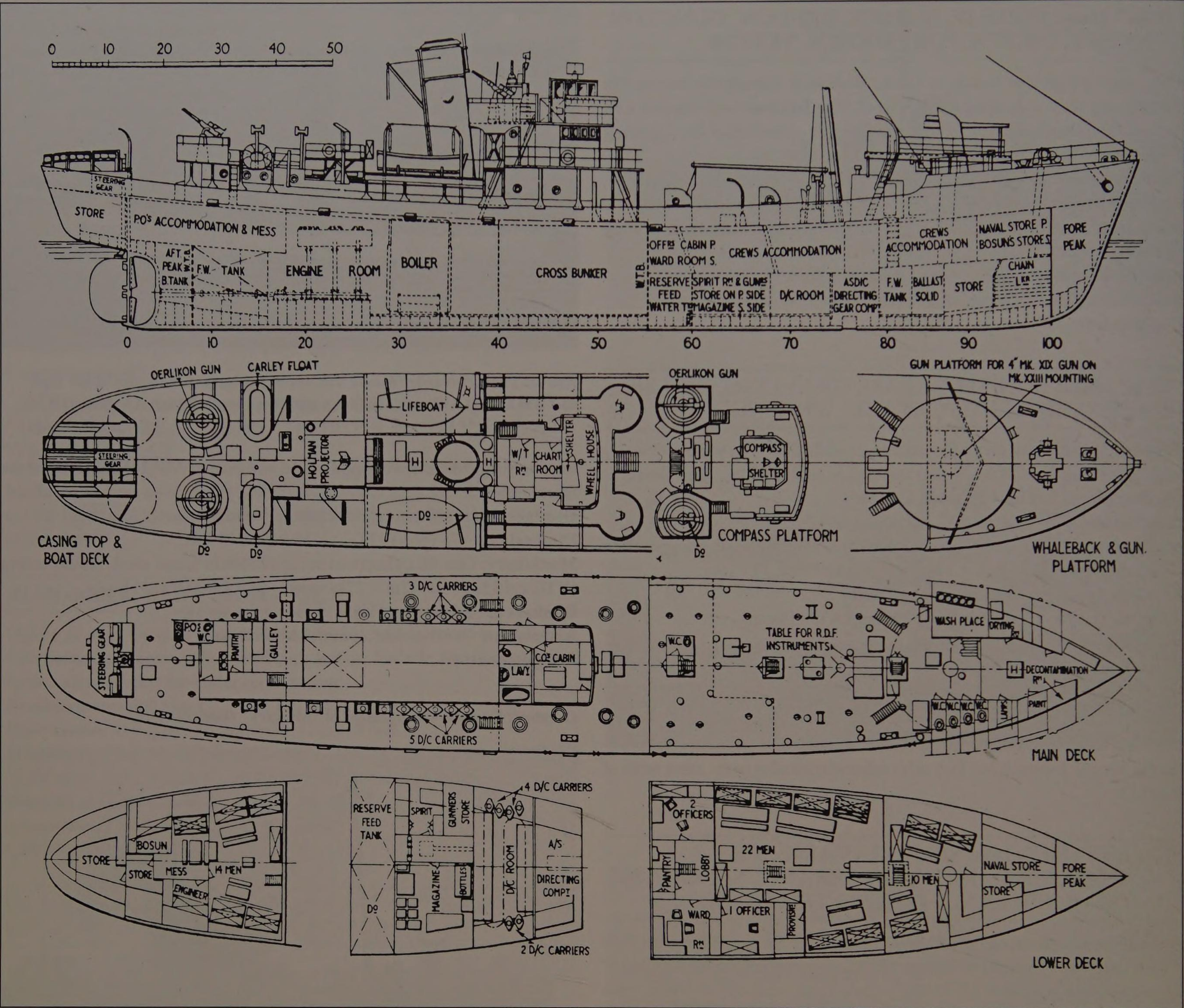
Bunkers & endurance: Coal ... tons,nm @ ...k.

Armament: One 4in, four 20mm AA (4×1) guns.

Complement: 40.

Overleaf: General arrangement of “Military” class trawlers.





Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Requisitioned 28/8/39							
FY.576	DRUMMER ex-Dragon	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	14	16. 1.15	27. 2.15	M/S; mined off Brightlingsea 4/8/40.
Requisitioned ..5/40							
4.17	CARBINEER II ex-Carbineer, ex-Dragon	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	14	1. 2.15	 2.15	A/P, BDV; returned ..7/46.
Requisitioned 28/8/39							
W....	BERMUDIAN ex-Arctic Whale, ex-Z.15	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	15	7.10.15	15	Harbour service tug; returned 8/4/48.
Seized 3/8/18							
T.20	DEE ex-Battleaxe, ex- T.16	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	19. 6.16	28. 8.16	M/S, mercantile <i>Safir</i> (1946), <i>Vilfjell</i> (1947), <i>Tranoy</i> (1948), <i>Tran</i> (1954); capsized off Egeroy 19/11/54.
T.78	GARRY ex-Goldaxe, ex- T.13	-do-	-do-	.....	17. 7.16	28. 8.16	M/S, mercantile (name unchanged – 1947), <i>Myrland</i> (1981); sold
T.63	KENNET (i) ex-Iceaxe, ex- T.17	-do-	-do-	.....	1. 6.16	2. 9.16	M/S, fire float (1945); sold Cairo ..5/46 for scrapping.

T.81	LIFFEY ex- <i>Stoneaxe</i> , ex- <i>T.14</i>	-do-	-do-	.....	1. 6.16	28. 8.16	M/S; scrapped Northam ..../53.
Requisitioned 6/8/40							
.....	IRONAXE ex- <i>Commandant Vergoignan</i> , ex- <i>Ironaxe</i> , ex- <i>T.22</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	31. 8.16	16	Salvage vessel; returned 4/4/46.
Requisitioned ..8/42							
FY.1834	SUREAXE ex- <i>T.31</i> , ex- <i>Uno</i>	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	.....	.....	..... 4.07	Target service; returned ../11/45.
Ordered ../11/16							
FY.1594	STRATHCOE ex- <i>Vernon</i> , ex- <i>Strathcoe</i>	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	16	12.16	17	Mercantile (name unchanged – 1946); lost cause & place unknown 4/2/59.
Requisitioned ..../39							
.....	ADASTRAL ex- <i>William Gillet</i>	Ritchie, Graham & Milne (Whiteinch)	.....	.....19	5.11.19	19	Returned/...
.....	THOMAS ANSELL	J Duthie Torry (Aberdeen)	Beardmore (Dalmuir)	.....	21. 5.17	 6.17	Returned/...
Requisitioned ..8/39							
4.135	GEORGE R PURDY ex- <i>Israel Aldcroft</i>	J Duthie Torry (Aberdeen)	Beardmore (Dalmuir)	.....	20. 6.17	 8.17	XS; returned 24/10/44.
4.408	GILLIAN ex- <i>Tom Jenkerson</i> , ex- <i>John Elliott</i> , ex- <i>John Kennedy</i>	Abdela & Mitchell (Queensferry)	Abdela & Mitchell (Queensferry)	.....	.....19	1. 7.19	XS; returned ..../46.
.....	RIVER GARRY ex- <i>John Cope</i>	Rennie Forrestt (Wivenhoe)	Beardmore (Dalmuir)	.....	.....18	19.11.18	XS; returned ../7/45.
4.51	RIVER LEVEN ex- <i>John Edsworth</i>	J Fullerton (Paisley)	W H Allen (Bedford)	.....	.....18	28. 6.18	XS, Esso; returned ../3/45.
Requisitioned 26/8/39							
.....	BAN ARDNA ex- <i>Dorileen</i> , ex- <i>John Bradford</i>	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	.....	25. 4.17	 6.17	XS; lost collision off the Tyne 12/5/42.
Requisitioned 29/8/39							
.....	ARLETTE ex- <i>George French</i>	Murdoch & Murray (Port Glasgow)	Ross & Duncan (Glasgow)	.....	.....18	10. 6.18	XS; returned 20/9/46.
Requisitioned 30/8/39							
.....	BELTON ex- <i>River Tummel</i> , ex- <i>Thomas Foley</i>	Ritchie, Graham & Milne (Whiteinch)	Fairfield (Govan)	.....	.....18	3. 8.19	XS; returned 6/3/46.
.....	FLIXTON ex- <i>River Orchy</i> , ex- <i>William Harvey</i>	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	.....	10.11.19	19	XS, HS; returned 15/7/46.
.....	MORAY ex- <i>Aby</i> , ex- <i>Ure</i> , ex- <i>Henry Jennings</i>	Rennie Forrestt (Wivenhoe)	G Plenty (Newbury)	.....	.....19	22. 7.19	Water carrier (1942).
Requisitioned ..9/39							
T.06	HUMPHREY ex- <i>Robert Faircloth</i>	Abdela & Mitchell (Queensferry)	Abdela & Mitchell (Brimscombe)	.....	.....18	11. 1.19	RNZN M/S; returned ../8/44.
.....	RICHARD BENNETT	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	.....	17. 5.17	 6.17	SAN M/S; returned ../5/40.
Requisitioned ../10/39							
T.11	THOMAS CURRELL ex- <i>Enrico</i> , ex- <i>Currell</i>	R Williamson (Workington)	Beardmore (Dalmuir)	.....	.....19	8. 5.19	RNZN M/S; returned ../11/45.
Requisitioned ../11/39							
FY.804	GEORGETTE ex- <i>James Hartwell</i>	Ouse Shipbuilding (Goole)	A G Mumford (Colchester)	.....	.....18	11.11.18	M/S; returned ../5/46.
FY.1855	HENRIETTE (i) ex- <i>Robert Harding</i>	Hawthorns (Leith)	A & W Dagleish (Glasgow)	.....	.....18	19. 2.19	A/P, M/S, ARTEGAL (1940); returned 8/3/45.
FY.885	KINGSCOURT ex- <i>William Biggs</i>	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	17	16. 8.17	10.17	M/S, BBV; returned 22/9/45.
FY.795	NORTHWARD HO ex- <i>James Hines</i>	Hawthorns (Leith)	Hawthorns (Leith)	.....	.....19	13. 5.19	A/P, M/S; returned 28/2/46.
.....	OCEAN VICTOR ex- <i>John Fairman</i>	Rennie Forrestt (Wivenhoe)	A G Mumford (Colchester)	.....	.....18	28. 6.18	A/P; returned ../2/40.

.....	OLDEN TIMES ex-Roche Ivoire, ex-Forth View, ex- Mary Crowther, ex-Joshua Budget	Hall Russell (Aber- deen)	Hall Russell (Aber- deen)	.....	11. 4.19	 5.19	A/P; returned ../2/40.
Z.160	RIVER ANNAN ex-Fernelea, ex- Lord Tennyson, ex-George Castle	R W Williamson (Workington)	Beardmore (Dalmuir)	.....	.....19	25. 8.19	BDV; returned ../11/45.
4.161	RIVER ESK ex-William Bond	Hall Russell (Aber- deen)	Hall Russell (Aber- deen)	.....	10. 1.18	 2.18	A/P; returned ../7/45.
.....	RIVER NESS ex-David Buchan	-do-	-do-	.....	9. 4.18	 5.18	A/P; returned ../2/40.
.....	SEDOCK ex-Yolanda, ex- Pattrick Devine	Rennie Forrestt (Wiv- enhoe)	A G Mumford (Col- chester)	.....	.....19	11.12.19	A/P; returned ../2/40.
.....	SILVER DYKE ex-James Ald- ridge	J Duthie Torry (Aber- deen)	.....	.....	10. 4.17	17	A/P; returned ../1/40.
.....	STURDEE ex-Michael Brion	Hall Russell (Aber- deen)	Hall Russell (Aber- deen)	.....	12. 6.19	 7.19	A/P; returned ../1/40.
.....	SUZETTE ex-Edward Grey	Ritchie, Graham & Milne (Whiteinch)	G Plenty (Newbury)	.....	.....20	29.11.20	A/P; returned ../2/40.
FY.889	THE TOWER ex-Thomas Dennison	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	19	27.10.19	19	BBV; returned ../2/45.
FY.850	TUMBY ex-John Haile	Hawthorns (Leith)	Hawthorns (Leith)	.....	.....18	9. 5.18	D/L, A/P, M/S; returned ../4/45.
FY.554	WILLIAM HALLETT	Rennie Forrestt (Wiv- enhoe)	A G Mumford (Col- chester)	.....	.....18	30.10.18	M/S; mined Tyne area 13/12/39.
.....	WILLIAM HANBURY	Hawthorns (Leith)	Hawthorns (Leith)	.....	.....18	30.10.18	A/P; returned ../1/40.
FY.806	WILLIAM	-do-	Beardmore (Dalmuir)	17	19. 9.17	11.17	M/S; torpedoed German MTB S.... off Cromer 25/10/43.
FY.1585	STEPHEN ex-Joseph Anni- son						
FY.770	WITHAM ex-Stephen Kennedy	Abdela & Mitchell (Queensferry)	Abdela & Mitchell (Gloucester)	.....	.....19	3. 4.19	M/S, Esso; returned ../11/44.
.....	WOODS ex-James Brodi- gan	Hall Russell (Aber- deen)	Hall Russell (Aber- deen)	18	21.11.18	12.18	A/P; returned ../1/40.
.....	YESSO ex-Henry Flight	Abdela & Mitchell (Queensferry)	Abdela & Mitchell (Brimscombe)	.....	.....18	2.10.18	A/P, BBV, ARABESQUE (1941), Esso; returned ../11/44.
Requisitioned 11/11/39							
FY.1828	CLARIBELLE ex-William Barrow	Hall Russell (Aber- deen)	Hall Russell (Aber- deen)	.....	30. 4.18	18	M/S, HS; returned ../11/45.
Requisitioned 24/11/39							
FY.762	FORT ROBERT ex-James Bentole	-do-	-do-	.....	21. 6.17	 8.17	A/P, M/S; returned 22/8/45.
Requisitioned 25/11/39							
.....	CHANDOS ex-Thomas Good- child	Ritchie, Graham & Milne (Whiteinch)	Abdela & Mitchell (Queensferry)	.....	.....19	31.10.19	A/P; returned 31/1/40.
.....	EVELINA ex-John Howard	Rennie Forrestt (Wiv- enhoe)	A G Mumford (Col- chester)	.....	.....19	22. 7.19	A/P; mined off the Tyne 16/12/39.
FY.798	LIDDOCK ex-Alison, ex- Holland, ex-Isaac Dobson	Montrose Shipbuild- ing	Beardmore (Dalmuir)	.....	.....19	23. 4.19	A/P; returned 20/12/41.
FY.1642	MIRABELLE ex-Edward Barker	Hall Russell (Aber- deen)	J Abernethy (Aber- deen)	18	21.11.18	12.18	A/P; Esso; lost collision Home waters 17/9/44 & written- off as constructive total loss.
Requisitioned 26/11/39							
FY.847	BERVIE BRAES ex-George Burton	Hall Russell (Aber- deen)	Hall Russell (Aber- deen)	17	8.12.17	12.17	A/P, M/S; returned 30/10/44.
FY.899	CHRISTANIA T PURDY ex-John Mason, ex-John Abbott	J Duthie Torry (Aber- deen)	Beardmore (Dalmuir)	.....	7. 8.17	9.17	A/P, BBV (1940); returned 24/8/46.
4.435	CREVETTE ex-Thomas Henrix	Hawthorns (Leith)	Hawthorns (Leith)	.....	.....18	13. 8.18	A/P, Esso (1944); returned 24/10/44.
FY.826	DULCIBELLE ex-Barnard Boyle	Hall Russell (Aber- deen)	Hall Russell (Aber- deen)	.....	13. 6.18	 7.18	A/P; returned ../11/44.

Requisitioned 27/11/39

..... BRACONHILL Hall Russell (Aberdeen) Hall Russell (Aberdeen)18 30. 1.19 8.19 A/P, XS; returned 2/7/45.
 ex-William Bentley

Requisitioned 28/11/39

..... ANNABELLE Hall Russell (Aberdeen) Hall Russell (Aberdeen) 21. 6.17 8.17 A/P, BBV; returned 15/12/44.
 ex-George Borthwick

4.444 BENJAMIN Fleming & Ferguson Fleming & Ferguson17 2.11.1717 A/P, Esso (1944); ; returned 26/10/44.
 COLEMAN (Paisley) (Paisley)

FY.735 INCHGOWER Rennie Forrestt (Wivenhoe) A G Mumford (Colchester)18 10. 9.18 A/P, M/S; returned 26/2/46.
 ex-John Jackson

Requisitioned 4/1/40

Z.148 DORILEEN Hall Russell (Aberdeen) Hall Russell (Aberdeen) 25. 4.17 6.17 BDV; sold ../5/46.
 ex-Ben Ardna,
 ex-William Barlow

Z.149 JOHN FITZGERALD J Duthie Torry (Aberdeen) J Abernethy (Aberdeen)17 14.12.17 1.18 BDV; sold ../7/46.

Requisitioned ../2/40

..... SARAH A PURDY J Fullerton (Paisley) Beardmore (Dalmuir)19 4. 4.19 BBV; returned ../11/44.
 ex-Lord Allenby,
 ex-John Moss, ex-John Huns

Requisitioned 24/2/40

FY.784 MADDEN Hall Russell (Aberdeen) Hall Russell (Aberdeen) 17. 5.17 6.17 M/S, WDV; returned 23/4/46.
 ex-William Browning

..... MARY A PURDY Ouse Shipbuilding Beardmore (Dalmuir)18 18.12.18 BBV; returned 23/4/45.
 ex-River Endrick,
 ex-Itchen, ex-Thomas Haggerty

Requisitioned 25/2/40

..... EDITH M PURDY Murdoch & Murray Ross & Duncan18 9. 8.18 BBV; returned 17/5/45.
 ex-John Francois (Port Glasgow) (Glasgow)

Requisitioned ../4/40

..... MORAY Rennie Forrestt (Wivenhoe) G Plenty (Newbury)19 22. 7.19 D/L, SC; foundered off Milford Haven 13/3/43.
 ex-Ure, ex-Henry Jennings

..... PHILIPPE R Williamson (Workington) Beardmore (Dalmuir)18 23. 2.18 D/L, A/P; returned ../1/46.
 ex-Peter Dobbin

FY.1643 RIVER SPEY Montrose Shipbuilding Beardmore (Dalmuir)18 13. 7.1818 D/L, A/P, M/S; returned ../11/44.
 ex-David Conn

FY.1648 STRATH-RANNOCH Hall Russell (Aberdeen) Hall Russell (Aberdeen) 12. 6.19 7.19 M/S, A/P, mooring vessel; returned ../7/45.
 ex-James Bashford

Requisitioned 4/4/40

..... OCEAN FISHER Hawthorns (Leith) Hawthorns (Leith)19 18. 3.19 XS; returned ../1/45.
 ex-Daniel Hillier

Requisitioned 24/4/40

4.275 FORT ROSE A Hall (Aberdeen)17 2.10.1718 D/L, A/P; returned 12/7/46.
 ex-Matthew Crooke

Requisitioned ../5/40

FY.1791 PITSTRUAN Hall Russell (Aberdeen) Hall Russell (Aberdeen)18 29. 1.1919 M/S, Esso; returned ../11/44.
 ex-Jonathan Bazino

Requisitioned 5/5/40

4.235 DOONIE BRAES A Hall (Aberdeen) A Hall (Aberdeen) 27. 4.1819 A/P, D/L, M/S; returned 30/1/45.
 ex-George Coulston

Requisitioned ../6/40

4.246 RIVER LOSSIE Fleming & Ferguson Fleming & Ferguson19 19.12.1920 A/P; returned ../2/45.
 ex-Arthur Herwin (Paisley) (Paisley)

Requisitioned 15/6/40

4.273 DELILA Rennie Forrestt (Wivenhoe) A G Mumford (Colchester)18 5. 2.19 A/P; returned 14/1/46.
 ex-John Hunter

Requisitioned 21/6/40

4.203 LOCH BLAIR Hall Russell (Aberdeen) Hall Russell (Aberdeen)17 9.10.1711.17 A/P; returned ../2/46.
 ex-James Beagan

Requisitioned ../7/40

..... SABINA Rennie Forrestt (Wivenhoe) A G Mumford (Colchester)19 21.11.19 A/P; returned ../../45
 ex-Charles Doyle

Seized 3/7/40							
FY.1718	ROCHE VELEN <i>ex-William Hutchinson</i>	Hawthorns (Leith)	Hawthorns (Leith)	.....	.....18	4. 4.18	M/S; returned ../12/45.
Requisitioned 7/7/40							
4.271	KUVERA <i>ex-John Heath</i>	Ouse Shipbuilding (Goole)	G Plenty (Newbury)	.....	.....19	14. 6.19	A/P; returned 10/9/45.
Requisitioned 10/7/40							
FY.335	BUCHANS II <i>ex-Kirby, ex-Pat Caharty</i>	Rennie Forrestt (Wivenhoe)	A G Mumford (Colchester)	.....	.....18	8.10.18	A/P; returned 31/8/46.
Requisitioned ../8/40							
.....	SOUBRETTE <i>ex-Samuel Gasby</i>	Ritchie, Graham & Milne (Whiteinch)	Beardmore (Coatbridge)	.....	.....20	24. 9.20	M/S; returned ../2/45.
Requisitioned ../9/40							
FY.95	SAMUEL BENBOW	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	18	9. 7.18	 8.18	RAN M/S; returned .././46.
.....	STAR OF LIBERTY <i>ex-John Callaghan</i>	Murdoch & Murray (Port Glasgow)	Ross & Duncan (Glasgow)	17	7.10.17	12.17	XS; returned ../1/46.
Requisitioned 4/5/42							
Z.57	MARY CAM <i>ex-Joule, ex-John Fisser</i>	Ritchie, Graham & Milne (Whiteinch)	Fairfield (Govan)	.....	.....18	27. 9.18	RAN M/S, BDV; sold ../5/48.
Purchased .././44							
	BRACONBURN <i>ex-Richard Driscoll</i>	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	18	9.10.18	11.18	Blockship; foundered en route Scapa Flow 30/7/44.
Requisitioned .././44							
.....	SOUTHWARD HO <i>ex-Dudley, ex-Thomas Cowell</i>	Hawthorns (Leith)	Hawthorns (Leith)	.....	.....19	27.11.19	Esso; returned .././45.
Requisitioned 13/4/44							
4.432	AVONDEE <i>ex-Jeanie M Robertson, ex-Thomas Evison</i>	J Fullerton (Paisley)	W H Allen (Bedford)	.....	.....18	12. 4.18	Esso; returned 10/10/44.
Ordered ../1/17							
T.00	WAKAKURA <i>ex-TR.1</i>	Port Arthur Shipyards	Port Arthur Shipyards	17	17	.....	RNZN, sold 1947.
Ordered .././17							
T.33	MADRAS	Burn (Calcutta)	Hawthorn Leslie (Hebburn)	17	19	20	RIN, TANJORE (1942); wrecked place unknown ../6/42.
Requisitioned .././39							
.....	LAXMI <i>ex-Karachi, ex-George Harris</i>	Hepple (South Shields)	Bellis & Morcom (Birmingham)	.....	.....18	12.12.18	RIN, A/P; returned ../6/46.
.....	T R FERENS <i>ex-Tavannes, ex-Mumby, ex-Edward Collingwood</i>	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	.....	.....18	26. 4.18	M/S; returned .././...
Requisitioned ../8/39							
FY.624	EDWARD WALMSLEY <i>ex-Edouard Nierinck, ex-David Dillon</i>	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	.....	.....19	28. 7.19	M/S; returned ../7/46.
.....	FONTENOY <i>ex-Edouard Anseele, ex-Sam Duffy</i>	Bow McLachlan (Paisley)	Fraser & Chalmers (Erith)	18	18	27.11.18	M/S; bombed German aircraft off Lowestoft 19/11/40.
FY.697 FY.517	GADFLY <i>ex-Tenedos, ex-Dominick Addison</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	15. 5.18	10.19	M/S; returned ../9/45.
FY.529	NEIL SMITH	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	5. 7.17	17	M/S; returned 3/10/44.
T.6 FY.548	NORTHCOATES <i>ex-Zircon, ex-Zencon, ex-George Corten</i>	Cox (Falmouth)	Cox (Falmouth)	.....	.....18	6. 2.19	M/S; foundered in tow English Channel 2/12/44.

.....	POLLY JOHNSON <i>ex-John Aiken-head</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	19.12.18	 6.19	M/S; bombed German aircraft off Dunkerque 29/5/40.
FY.631	RAGLAN CASTLE <i>ex-George Greaves</i>	G Brown (Greenock)	McKie Baxter (Glasgow)	.....	.....19	12. 5.19	M/S, A/P; sold ../9/47.
FY.527	TEROMA <i>ex-Rylston, ex-Isaac Heath</i>	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	.....	.....18	21. 8.18	M/S; returned ../3/45.
Requisitioned 21/8/39							
FY.688	LOCH BUIE <i>ex-Ocean Harrier, ex-Amber, ex-Isaac Arthan</i>	-do-	Fraser & Chalmers (Erith)	.....	1. 5.19	11.19	M/S; returned 11/3/46.
Requisitioned 26/8/39							
FY.1596	CLYTHE NESS <i>ex-Agate, ex-Daniel Dick</i>	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	.....	.....20	25. 8.30	M/S, Esso; returned 2/3/46.
FY.564	MILFORD COUNTESS <i>ex-Kenneth McRae, ex-Roderigo, ex-Charles Legg</i>	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	.....	.....19	20. 1.19	M/S; returned ../7/46.
Requisitioned 27/8/39							
FY.531	DANIEL CLOWDEN <i>ex-Hannah Woodbridge, ex-Daniel Clowden</i>	G Brown (Greenock)	Gauldie Gillespie (Glasgow)	.....	.....19	13.11.19	M/S; returned 5/10/45.
Requisitioned 28/8/39							
FY.515	ALEXANDER SCOTT	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	3. 6.17	 9.17	M/S, D/L; returned 3/11/44.
FY.633	COMITATUS <i>ex-Andrew Marvel, ex-Annie Melling, ex-Betty Johnson, ex-John Gulipser</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	24. 9.18	 3.19	M/S; returned 9/10/45.
FY.543	EASTCOATES	-do-	-do-	.....	27. 7.18	 1.19	M/S; returned 27/4/45.
FY.1771	<i>ex-Ruby, ex-John Graham</i>						
.....	JOHN BAPTISH	-do-	-do-	.....	29. 4.18	 7.18	M/S; returned 9/9/40.
FY.570	MALACHOLITE	-do-	-do-	.....	9. 6.17	 9.17	M/S; returned 17/9/45.
FY.796	<i>ex-Richard Bagley</i>						
Requisitioned 29/8/39							
FY.512	CARDIFF CASTLE <i>ex-Ebor Downs, ex-Edward Gallagher</i>	C Rennoldson (South Shields)	Hawthorn Leslie (Hebburn)	.....	14. 2.19	 8.19	M/S; returned 16/1/46.
FY.634	COMMODATOR <i>ex-Daily Chronicle, ex-Professor Bergoniè, ex-Hagnaby, ex-Richard Bacon</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	2.11.17	 3.18	M/S; returned 4/10/45.
FY.538	HARRY MELLING <i>ex-John Evans, ex-John Lewis</i>	C Rennoldson (South Shields)	Smiths Dock (Middlesbrough)	.....	.....19	30. 3.20	M/S; returned 16/7/45.
FY.536	JOHN CATTILING	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	.....	.....18	29. 4.18	M/S; returned 12/7/45.
.....	JOSEPH BUTTON	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	17.12.17	 4.18	M/S; mined off Aldeburgh 22/10/40.
FY.518	MILFORD DUKE <i>ex-Lily McRae, ex-Scawby, ex-James Dinton</i>	Bow McLachlan (Paisley)	Fraser & Chalmers (Erith)	.....	.....18	29. 5.18	M/S, BDV; returned ../../46.
Z.125							
Requisitioned 30/8/39							
FY.566	ARTHUR CAVANAGH	Bow McLachlan (Paisley)	Fawcett Preston (Liverpool)	.....	.....18	28. 5.18	M/S; returned ../1/46.
FY.635	COMPUTATOR <i>ex-Daily Mirror, ex-Imprévu, ex-Kesteven, ex-Egilias Akerman</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	18. 3.19	 9.19	M/S; collision destroyer VANOC Seine Bay 21/1/45.

FY.600	FLANDERS ex- <i>Edmond van Beveren</i> , ex- <i>Charles Antram</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	18. 6.19	12.19	M/S; returned 11/12/45.
FY.612	IJUIIN ex- <i>James Baird</i>	-do-	C D Holmes (Hull)	.....	.....	..... 9.20	M/S, D/L; returned 15/1/46.
FY.519	LEPHRETTO ex- <i>Rayvermol</i> , ex- <i>William Symons</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	17	1.10.17	17	M/S, Esso (Y7.17); returned 4/11/44.
.....	LOCHNAVER ex- <i>Sir John Hotham</i> , ex- <i>Edward Cattelly</i>	Ailsa (Ayr)	Smiths Dock (Middlesbrough)	.....	17. 3.19	19	M/S; lost collision off Hartlepool 6/5/40.
FY.714	MARSONA ex- <i>James Christopher</i>	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	.....	.....18	27. 3.18	M/S; mined off Cromarty 4/8/40.
FY.567	MICHAEL GRIFFITH	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	5. 9.18	 3.19	M/S, BDV; returned ../12/45.
FY.565	MILFORD EARL ex- <i>Duncan McRae</i> , ex- <i>Callan-croft</i> , ex- <i>Andrew Apsley</i>	-do-	-do-	.....	2. 6.19	12.19	M/S; bombed German aircraft off east coast of Scotland 8/12/41.

Requisitioned 31/8/39

FY.586	BRABANT ex- <i>Président Francqui</i> , ex- <i>Tug-36</i> , ex- <i>Emmanuel Camelaire</i>	Ailsa (Troon)	Ailsa (Troon)	.....	25. 4.18	18	M/S; returned ../12/45.
FY.636	COMMILES ex- <i>Daily Herald</i> , ex- <i>Amiral Marquer</i> , ex- <i>Matthew Flynn</i>	Hepple (South Shields)	Bellis & Morcom (Birmingham)	.....	.....17	23. 2.18	M/S, D/L; returned 26/10/45.
FY.637	CONCERTATOR ex- <i>River Kent</i> , ex- <i>John Thorling</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	20. 7.17	17	M/S; returned 25/7/46.
FY.521	DAMITO ex- <i>Tealby</i> , ex- <i>Fermo</i> , ex- <i>Oliver Pickin</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	21. 5.17	17	M/S, Esso (19...); returned 10/1/46.
FY.627	GEORGE COUSINS	Ailsa (Ayr)	Ailsa (Troon)	.....	13. 6.19	19	M/S; returned 25/7/45.
FY.613	MILFORD DUCHESS ex- <i>Helen McRae</i> , ex- <i>Our Monica</i> , ex- <i>Pierre Francois Deswarte</i> , ex- <i>James Gill</i>	C Rennoldson (South Shields)	Hawthorn Leslie (Hebburn)	.....	17. 2.19	19	M/S; returned 8/12/44.
FY.614	MILFORD PRINCE ex- <i>Bengali</i> , ex- <i>Theophile Massart</i> , ex- <i>Thomas Allen</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	18. 7.19	 1.20	M/S, D/L; returned 4/12/45.
FY.615	MILFORD QUEEN ex- <i>Spaniard</i> , ex- <i>John</i> , ex- <i>Gonerby</i> , ex- <i>William Browis</i>	-do-	-do-	.....	18.10.17	 2.18	M/S; returned ../12/45.

Requisitioned 1/9/39

.....	CHARLES BOYES	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	14. 2.18	 6.18	M/S; mined east coast of England 25/5/40.
FY.667	JAMES LAY	Fletcher & Fearnall (Limehouse)	Fraser & Chalmers (Erith)	.....	.....18	4.11.18	M/S, D/L; returned 12/10/44.

Requisitioned ../9/39

T.13	DAVID HAIGH ex- <i>TR.60</i>	Tidewater (Trois Rivières)	Government Yard (Sorel)	.....	.....18	25.11.18	SAN, BDV, M/S; returned .././46.
T.10	JAMES COS-GROVE	Ailsa (Ayr)	Ailsa (Troon)	.....	5. 3.18	 9.18	RNZN M/S, BDV; returned .././46.
FY.599	LIMESLADE ex- <i>John Ashley</i>	Cook, Welton & Gemmell (Beverley)	Fraser & Chalmers (Erith)	.....	18. 3.19	 9.19	Returned .././39.

.....	TILBURY NESS ex- <i>Loch Kinnord</i> , ex- <i>Harry Hawk</i> , ex- <i>Saint Barnabe</i> , ex- <i>Loch Morar</i> , ex- <i>Joseph Barratt</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	2.11.17	 3.18	M/S; bombed German aircraft Thames estuary 1/11/40.
Requisitioned 6/9/39							
FY.720	DAVID OGILVIE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	7. 5.17	 6.17	M/S; returned 7/10/46.
Purchased ../11/39							
4.64	OCEAN ROVER ex- <i>Aries</i> , ex- <i>Ocean Rover</i>	G Brown (Green- ock)	.....	.....	30. 4.19	19	TRV, calibrating vessel (1943); sold
Requisitioned 26/11/39							
Z.135	GWMAHO ex- <i>Revesby</i> , ex- <i>Thomas Crofton</i>	Bow McLachlan (Paisley)	Fawcett Preston (Liv- erpool)	17	18. 6.17	17	BDV; sold .././46.
Requisitioned ../12/39							
Z.240	E & F ex- <i>James Green</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	3.10.17	17	BDV, LAVEROCK (1940); sold ../3/46.
FY.1573 Y7.36	MILFORD KING ex- <i>Malvolio</i> , ex- <i>Valentine Bower</i>	C Rennoldson (South Shields)	Shields Engineering & Dry Dock (North Shields)	.....	1.10.17	17	A/P, M/S, Esso; returned ../9/45.
FY.1566	OUR BAIRNS ex- <i>Kirkland</i> , ex- ex- <i>James Sibbald</i>	Smiths Dock (Middlesbrough)	Hawthorn Leslie (Hebburn)	.....	20. 7.17	17	M/S, target service; returned ../3/46.
Requisitioned 11/12/39							
Z.131	CALIBAN ex- <i>Henry Cory</i>	Cox (Falmouth)	Cox (Falmouth)	.....	.....19	28. 5.19	BDV; sold ../12/46.
Requisitioned ../2/40							
FY.663	IRVANA ex- <i>Avanturine</i> , ex- <i>Arthur Lessimore</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	9. 3.17	 5.17	M/S; bombed German aircraft off Great Yarmouth 16/1/42.
FY.580	OSAKO ex- <i>Iolite</i> , ex- <i>John Brennan</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	4. 9.17	 1.18	M/S; returned ../12/45.
Requisitioned 5/2/40							
FY.597	CHARLES DORAN	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	20. 9.17	12.17	M/S; returned 16/11/45.
Requisitioned 28/2/40							
FY.993	BEAUMARIS CASTLE ex- <i>James Burgess</i>	C Rennoldson (South Shields)	Shields Engineering (North Shields)	.....	31. 8.17	17	M/S; returned 17/5/46.
FY.550	COTSMUIR ex- <i>Thomas Goble</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	17.10.17	17	M/S; returned 12/11/45.
FY.671	GROSMONT CASTLE ex- <i>John Pollard</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	21. 5.17	17	M/S; returned ../2/46.
Requisitioned 29/3/40							
Z.165	LOCH LONG ex- <i>Timothy Craw- ley</i>	Ailsa (Troon)	Ailsa (Troon)	17	4.10.17	17	Sold ../2/46.
Requisitioned ../4/40							
.....	REMILLO ex- <i>John Betson</i> , ex- <i>Remillo</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	21. 4.17	 8.17	D/L, A/P; mined in the Humber 27/2/41.
Requisitioned 9/4/40							
FY.1853	CEYLONITE ex- <i>Thomas Buck- ley</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	7. 7.17	18	M/S; returned 22/5/46.
Requisitioned ../5/40							
FY.803	OGANO ex- <i>Macbeth</i> , ex- <i>Hugh Black</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	10. 5.17	 8.17	M/S; returned ../7/44.
4.103	PELAGOS ex- <i>Calydavia</i> , ex- <i>Charles Donelly</i>	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	.....	.....18	12. 7.18	A/P, M/S; returned ../8/45.
Requisitioned 3/5/40							
4.171 Y7.19	MONTANO ex- <i>James Berry</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	10. 5.17	 9.17	A/P, M/S, Esso; returned ../1/46.

Requisitioned 28/5/40

4.129 DE LA POLE Cook, Welton & Amos & Smith (Hull) 1. 5.1911.19 A/P, M/S; returned 19/12/45.
 FY.1558 *ex-Lena Melling,*
ex-River Forth,
ex-Joshua Arabin

Requisitioned 29/5/40

4.104 NAMUR Bow McLachlan Bow McLachlan17 1.11.17 A/P, BDV, PALISADE (1944); sold .././46.
ex-Emiel Vander-
velde, ex-Benja-
min Cooke

Requisitioned 30/5/40

4.118 ALVIS Ailsa (Ayr) 6.11.1819 A/P, M/S; returned 31/3/45.
ex-Transport
Union, ex-Peter
Hall

4.46 FLYING C Rennoldson Shields Engineering 9. 7.1717 A/P; returned 31/12/41.
 ADMIRAL (South Shields) (North Shields)
ex-Filiep Coenen,
ex-John Bullock

Requisitioned ../6/40

..... ETHEL TAYLOR Smiths Dock Smiths Dock 24. 1.17 3.17 A/P; mined off the Tyne 22/11/40.
ex-Cremlyn, ex-
James Hunniford

FY.1822 ROTHERSLADE -do- -do- 20. 2.17 5.17 M/S; returned ../5/46.
ex-John Kidd

Requisitioned 1/6/40

4.173 CAPSTONE Smiths Dock Hawthorn Leslie 6. 6.1717 A/P, M/S; returned 11/10/45.
 FY.1555 *ex-James Robert-*
son

Requisitioned 2/6/40

4.170 LORRAINE Bow McLachlan Bow McLachlan17 1.12.1718 A/P, M/S; returned ../2/46.
ex-Prosper, ex-
Thomas Chambers

4.114 MORGAN JONES Fletcher & Fearnall Fraser & Chalmers 10. 3.18 3.18 A/P; returned ../6/45.
 (Limehouse) (Erith)

Requisitioned 5/6/40

FY.1835 LOCH PARK Cook, Welton & Amos & Smith (Hull) 9. 6.1712.17 A/P, M/S; returned 30/4/46.
ex-Obsidian, ex-
ex-John Brooker

..... NIBLICK Bow McLachlan Bow McLachlan17 17.11.1717 A/P, M/S, D/L; returned 25/8/45.
ex-Ernest Solvay,
ex-William Cum-
mins

Requisitioned 12/6/40

FY.1926 GEORGE Cook, Welton & Amos & Smith (Hull) 18. 6.1912.19 A/P, M/S; returned 17/1/46.
 ADGELL Gemmell (Beverley)

4.233 LADY STANLEY J P Rennoldson J P Rennoldson 2.10.1717 A/P, M/S; returned 26/9/45.
ex-Tranio, ex-
George Clark

4.100 NORTH NESS Smiths Dock Hawthorn Leslie 5. 7.1717 A/P; returned 24/7/46.
ex-Alexandrite,
ex-Andrew Sack

Seized 3/7/40

FY.1746 ANTIOCHE II G Brown (Greenock) Gaudie Gillespie 29. 3.1818 M/S; returned 14/5/44.
ex-Clixby, ex-
James Cepell

Z.247 BEAULNE Cook, Welton & Amos & Smith (Hull) 22. 8.17 1.18 BDV; returned 30/3/46.
 VERNEUIL Gemmell (Beverley)
ex-Derwent, ex-
John Brice

FY.1919 CONGRE Ailsa (Troon) Fawcett Preston (Liv- 9.10.1818 M/S, Esso; returned 7/1/46.
ex-Miningsby, ex-
John Georghan

..... GROUIN-DU-COU G Brown (Greenock) Gaudie Gillespie18 29. 6.1818 HS, RASC (1943); returned ../7/46.
ex-Joseph Gordon

FY.894 LUCIENNE Smiths Dock Smiths Dock16 8. 2.17 4.17 M/S; beached Nore area 24/10/41 & abandoned as
 JEANNE (Middlesbrough) (Middlesbrough) constructive total loss.
ex-Start Point, ex-
Daniel Harrington

FY.1815 NAZARETH Bow McLachlan Bow McLachlan18 4. 4.18 M/S, French Navy (1944).
ex-Jacques II, ex-
William Carr

Requisitioned ..9/40

FY.1794	REHEARO ex-John Burling- ham,ex-Rehearo	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)		21. 4.17	 7.17	M/S; returned ../12/45.
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Requisitioned 9/9/40

FY.1765	LIGNY ex-Albert, ex- Henry Chevalier	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)		18	13. 4.18	M/S; returned ../11/45.
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Requisitioned 24/9/40

Z.238	MARIE LOUISE ex-TR.18	Polson Iron Works (Toronto)	Polson Iron Works (Toronto)		18	1. 8.18	BDV; returned 4/1/46.
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Ordered ../10/40

T.17	HINAU	Senior Foundry (Auckland)	Gourlay (Dundee) (1)	 2.41	28. 8.41	23. 7.42	RNZN, T399 (19..), hulked (1952).
T.18	MANUKA	-do-	Muir & Houston (Glasgow) (2)	 2.41	23. 9.41	30. 3.42	RNZN, T.401 (19..), mercantile (name unchanged – 1946); burnt-out place unknown ../10/52 & written-off as constructive total loss.
T.19	RIMU	Seagar (Auckland)	Gourlay (Dundee) (1)	 2.41	9. 9.41	15. 7.42	RNZN, T.402 (19..), hulked (1952); hull expended as bottom target place unknown 21/8/58.

Ordered ../8/41

T.24	AROHA	Stevenson & Cook (Port Chalmers)	A G Price (Thames)	 1.42	8. 9.42	12. 5.43	RNZN, T.396 (19..), mercantile <i>Maldanna</i> (1946); scrapped .././64.
T.25	AWATERE	Patent Slip (Welling- ton)	.....	.....42	26. 9.42	26. 6.43	RNZN, T.397 (19..), mercantile (name unchanged – 1946).
T.26	HAUTAPU	Stevenson & Cook (Port Chalmers)	.....	..... 7.42	18.11.42	28. 7.43	RNZN, T340 (19..), mercantile (name unchanged – 1946); foundered place unknown 2/6/66 & wreck scrapped ../8/72.
T.27	MAIMAI	-do-	A G Price (Thames)	 8.42	25. 2.43	15. 9.43	RNZN, T.338 (19..), mercantile (name unchanged – 1946); scrapped ../11/66.
T.28	PAHAU	-do-	New Zealand Rail- ways (Lower Hull)	11.42	3. 4.43	12. 2.44	RNZN, T.351 (19..); mercantile (name unchanged – 1946); sold .././52.
T.32	PAPAKURA	-do-	A G Price (Thames)	43	31. 7.43	17.11.43	RNZN, WAIPU (19..), T.357 (19..); mercantile (name unchanged – 1946).

Ordered 19/9/41

T.34	KAPUKA	Stevenson & Cook (Port Chalmers)	A G Price (Thames)	43	19. 2.44	3. 6.44	RNZN, WAIHO (19..), T.403 (19..), mercantile <i>Matong</i> (1946); scrapped .././65.
T.364	WAIKATO (i)	Mason (Auckland)	.....	.....43			RNZN, WAIMA (i) (19..), WAI AU (ii) (19..); cancelled 28/9/43 & scrapped on slip.
T.33	WAI AU (i)	Stevenson & Cook (Port Chalmers)	A G Price (Thames)	43	11.12.43	28. 3.44	RNZN, WAIMA (ii) (19..), T.349 (19..), mercantile <i>Moona</i> (1946).; scrapped .././65.
T....	WAIKANAE	-do-	.....	.....	.....	.....	RNZN; cancelled 28/9/43.
T....	WAI TI	-do-	.....	.....	.....	.....	RNZN; cancelled 28/9/43.
T....	WAIKAKA	-do-	.....	.....	.....	.....	RNZN; cancelled 28/9/43.

Ordered ../5/42

T.348	TAWHAI	Seagar (Auckland)	.....	.....	22. 7.43	24. 4.44	RNZN, mercantile (name unchanged – 1946).
T.343	WAIMA (i)	Mason (Auckland)	New Zealand Rail- ways (Lower Hull)	.....	16.10.43	12.46	RNZN, WAIKATO (ii) (19..), completed mercantile <i>Taiaroa</i> (1946).

(1) Ex-Rawawa (2) Ex-Rangitoto

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ../11/16							
T.04	BLACKWATER ex-William In- wood	Cochrane (Selby)	Cochrane (Selby)	18	11. 7.18	30.10.18	Mercantile <i>Spleis</i> (1946), <i>Sagvaag</i> (1947); lost cause & place unknown 12/2/56.
T.29	BOYNE ex-William Jones	-do-	C D Holmes (Hull)	18	10. 6.18	8. 9.18	Mercantile <i>Nypuberg</i> (1946); sold Eckhardt .././47, arrived Hamburg ../4/57 for scrapping
T.03	CHERWELL ex-James Jones	-do-	Cochrane (Selby)	18	11. 7.18	9.11.18	Mercantile (name unchanged – 1946); scrapped .././80?
T.17	COLNE ex-Isaac Chant	Lobnitz (Renfrew)	Lobnitz (Renfrew)	18	26. 8.18	1.10.18	Mercantile <i>Heather Island</i> (1946), <i>Saudanes</i> (1947), <i>Heather Island</i> (1949); sold Shipbreaking Industries .././51, arrived Charlestown 11/12/51 for scrapping.
T.35	DOON ex-Fraser Eaves	Cochrane (Selby)	Cochrane (Selby)	17	2.10.17	22.12.17	Mercantile <i>Donesse</i> (1946); expended as SAAF air target off Robben Island 9/5/55.
T.49	EDEN ex-Immortelle, ex- Eden, ex-Thomas Jones	-do-	-do-	18	10. 6.18	3. 9.18	Hulked (1942), scrapped UK ../10/47.
T.47	EXCELLENT ex-Nith, ex- Andrew Jewer	-do-	C D Holmes (Hull)	18	22. 8.18	4.12.18	Mercantile <i>Malvern</i> (1946), <i>Lady Jill</i> (1952); sold Haulbowline Industries .././54, arrived Passage West 5/11/54 for scrapping.

T.48	FOYLE ex-Sonneblom, ex-Foyle, ex-John Edmund	Goole Shipbuilding	-do-	18	18	22.10.18	Mercantile <i>Cramond Island</i> (1946), <i>Brimnes</i> (1949), <i>Hetty Milne</i> (1950); scrapped Belgium .././54.
T.16	JAMES LUDFORD	Cochrane (Selby)	Cochrane (Selby)	18	26. 8.18	1. 5.19	Mined off the Tyne 14/12/39.
T.79	MOY ex-Alexander Hills	-do-	-do-	16	22. 5.17	21. 9.17	Mercantile <i>Coral Island</i> (1947), <i>Anarnes</i> (1949), <i>Forbes</i> (1949), <i>Arctic Trapper</i> (1950); sold T Young .././52, arrived Sunderland 10/10/52 for scrapping.
T.80	OUSE ex-Andrew King	-do-	-do-	16	19. 4.17	4. 8.17	Mined off Tobruk 20/2/41.
FY.1592	STOUR ex-Pembroke, ex- Stour, ex-Daniel Fearall	-do-	-do-	17	2.11.17	3. 2.18	Mercantile <i>Storesse</i> (1946); scuttled South Africa ../2/67.
Requisitioned ../8/39							
FY.724	GENERAL BIRD- WOOD ex-James McLaughlin	Cochrane (Selby)	C D Holmes (Hull)	18	1. 5.19	7.11.19	M/S, Esso, mercantile <i>Woodesse</i> (1946); sold M Brechin .././55, arrived Granton ../5/55 for scrapping.
FY.562 Z.226	LADY ELEANOR ex-Clee Ness, ex- St Valery, ex- Thomas Jago	Cochrane (Selby)	C D Holmes (Hull)	18	29. 5.18	31. 7.18	A/P, BDV (1940); sold ../1/47.
FY.725	ST MINVER ex-Jonathan Collins	Goole Shipbuilding	Crossley (Manchester)	18	19	26.11.19	M/S, Esso, mercantile <i>Minesse</i> (1946); scrapped South Africa .././64.
Requisitioned 27/8/39							
FY.541	HILDINA ex-Cavendish, ex- William Leek	J P Rennoldson (Middlesbrough)	J P Rennoldson (Middlesbrough)	18	18	10.10.18	M/S; returned 23/4/46.
Requisitioned 28/8/39							
FY.539	COTSWOLD (i) ex-Lord Astor, ex- George Andrew	Cochrane (Selby)	Campbell Gas Engine (Halifax)	17	23. 7.17	1.11.17	M/S, CRANEFLY (1939), mercantile <i>Cotswold</i> (1946); scrapped Belgium .././54.
FY.547	LADY ENID ex-Lyness, ex-St Amant, ex-John Jefferson	-do-	C D Holmes (Hull)	17	13. 2.18	23. 4.18	M/S, returned 11/12/45; sold E Rees .././54, arrived Llanelli ../6/54 for scrapping.
Requisitioned ../9/39							
Z.178	GEORGE BLIGH	Cochrane (Selby)	Campbell Gas Engine (Halifax)	.....	24. 3.17	 7.17	BDV; returned ../1/46.
W....	LONGTOW ex-Henry Lan- caster	-do-	C D Holmes (Hull)	.....	.....	8. 4.19	Salvage vessel; returned ../11/45.
Requisitioned 14/9/39							
FY.79	KOROWA ex-St Lolan, ex- Cape St Vincent, ex-Edward McGuire	-do-	C D Holmes (Hull)	18	17. 5.19	3.12.19	RAN M/S, returned 6/9/45; scrapped Australia .././55.
Requisitioned 7/10/39							
Z.103	NORTHLYN ex-Robert Murray	Cochrane (Selby)	C D Holmes (Hull)	19	30. 6.19	12.19	Sold 7/3/47.
Requisitioned ../11/39							
.....	BARBARA ROB- ERTSON ex-Grand Fleet, ex-James Mc- donald	Cochrane (Selby)	C D Holmes (Hull)	18	20.12.18	9. 9.19	A/P; gunfire German submarine U.30 north of Hebrides 23/12/39.
Requisitioned 29/11/39							
Z.134	GLADYS ex-John Arthur, ex-Sannyrion	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	16	10. 2.17	 6.17	BDV; sold ../1/46.
Requisitioned ../12/39							
Z.114	PHYLLISIA ex-Loughrigg, ex- Ettrick, ex-Samuel Jameson	-do-	C D Holmes (Hull)	18	18	10.10.18	BDV, Portuguese Navy (name unchanged – 1943/45); returned ../7/46.
Requisitioned 9/12/39							
Z.113	LORD GAINS- FORD ex-Christopher Dixon	Cochrane (Selby)	Crossley (Manchester)	17	4. 9.17	 1.18	BDV, French Navy (1942/45); returned 8/8/46.

Purchased .././40

FY.1807 ESTRELLA DO NORTE
ex-Daniel Munro
Cochrane (Selby) C D Holmes (Hull)18 6.11.18 20. 6.19 STORMCENTRE (1942), mercantile *Tolis* (1946), *Romilly* (1959); beached Slave Island .././65 & abandoned.

Requisitioned ../1/40

Z.117 FLORENCE BRIERLEY
ex-John Dunn
Ferguson (Port Glasgow) Ferguson (Port Glasgow)17 27. 3.18 5.18 BDV; sold .././46.

Requisitioned ../2/40

FY.1640 SEA MIST
ex-Royal Regiment, ex-Samuel Dowden
Cochrane (Selby)17 18. 9.1717 M/S; returned ../12/45.

Requisitioned 4/2/40

FY.578 ERITH
ex-Eugeniusz, ex-Cavendish, ex-Thomas Atkinson
Cochrane (Selby) Cooper & Greig (Dundee)17 8. 5.17 8. 8.17 M/S, mercantile *Polesi* (1943/45), RN ERITH (1945), mercantile *Polesi* (1946), *Feniks* (1957); scrapped Poland .././60.

Requisitioned 12/2/40

FY.505 BLIGHTY
ex-Barbara, ex-Barbara Rose, ex-St Endellion, ex-John Cottrell
Goole Shipbuilding Cooper & Greig (Dundee)1819 1.11.19 M/S, Polish Navy *PODOLE* (1943/44), mercantile *Torkil Onundarsson* (1946); sold G W Brunton .././52, arrived Grangemouth 16/11/52 for scrapping.

Purchased 17/2/40

Z.105 STAR OF THE REALM
ex-Nordstjörnan, ex-Star of the Realm, ex-Lord Talbot, ex-William Westenburgh
Cochrane (Selby) Richardson Westgarth (Middlesbrough)16 25. 1.17 5.17 BDV; sold ../6/46.

Requisitioned 27/2/40

FY.781 LOIS
ex-John Appleby, ex-Corinthia
Cook, Welton & Gemmell (Beverley) Amos & Smith (Hull)16 30. 1.17 25. 5.17 M/S, returned 13/11/44; wrecked off Grindavik 5/1/47.

Requisitioned 12/3/40

FY.1618 ADAM
ex-St Neots, ex-Thomas Maloney
Cochrane (Selby) C D Holmes (Hull)16 14. 6.19 26. 9.19 M/S, mercantile *Podlasie* (1943); scrapped Poland .././60.
..... FORCE
ex-Francisza, ex-Cape Tarifa, ex-Stoneferry, ex-James Buchanan
-do- -do-17 18. 9.1712.17 M/S; bombed German aircraft off Great Yarmouth 27/6/41.

Requisitioned ../4/40

FY.1732 SYRIAN (ii)
ex-William Forbes
Goole Shipbuilding Campbell Gas Engine (Halifax)1819 29. 5.19 RNN M/S (1939), returned ../1/46; sold *ca.*.././65.

Requisitioned 27/5/40

4.136 EVELYN ROSE
ex-Lord Byng, ex-William Jackson
Goole Shipbuilding C D Holmes (Hull)17 15. 1.18 29. 3.18 A/P, M/S, returned ../10/45; foundered Sound of Mull 31/12/54.

Requisitioned 28/5/40

FY.139 HAYBURN WYKE
ex-Robert Barton
Goole Shipbuilding C D Holmes (Hull)17 28. 8.17 14.11.17 M/S; torpedoed German submarine U.... off Oostende 2/1/45.

Requisitioned 29/5/40

4.190 CAPE TRAFALGAR
ex-Edward Williams
Cochrane (Selby) Crossley (Manchester)16 8. 5.17 14. 9.17 A/P, BDV; mercantile *Cairnburn* (1947); scrapped UK .././54.

4.23 FAIRWAY
ex-Lord Knaresborough, ex-Richard Jewell
-do- -do-18 6. 8.18 8.18 A/P, M/S (FY.1551), D/L; returned 18/3/46; sold Van Heyghen .././55, arrived Antwerp 8/10/55 for scrapping.

Requisitioned ../6/40

..... EXPLORER
ex-John Felton
Cochrane (Selby)17 1.11.17 31. 1.18 XS, returned 12/4/46; scrapped Charlestown .././56.

Z.186 GIRARD
ex-Edward Druce
Goole Shipbuilding Campbell Gas Engine (Halifax)18 30. 7.18 BDV; sold ../1/47.

FY.1609 WELBECK
ex-Lord Carson, ex-William Ram
-do- Cooper & Greig (Dundee)17 7. 6.17 1.10.17 M/S; returned 16/5/46; sold Belgian shipbreaker .././51, left Grimsby in tow for Antwerp 30/10/51 for scrapping.

Requisitioned 3/6/40							
4.229	LOCH MOIDART ex- <i>Westcoates</i> , ex- <i>Lord Ancaster</i> , ex- <i>James Wright</i>	Cochrane (Selby)	C D Holmes (Hull)	17	17.12.17	15. 3.18	A/P, M/S, mercantile <i>Goodleigh</i> (1948), <i>Lord Synwood</i> (1949); sold Clayton & Davie .././52, arrived Dunston 14/10/52 for scrapping.
Requisitioned 4/6/40							
4.125	CHILTERN ex- <i>Lord Pirrie</i> , ex- <i>John Cormack</i>	Cochrane (Selby)	C D Holmes (Hull)	17	4. 9.17	5.12.17	A/P, returned ../8/45; sold J A White .././54, arrived North Queensferry ../8/54 for scrapping.
Requisitioned 7/6/40							
FY.1703	SYRIAN (i) ex- <i>Thomas Thresher</i>	Cochrane (Selby)	.....	.....17	17.11.17	9. 2.18	M/S, TYPHOON (1940), mercantile <i>Syrian</i> (1945); sold <i>ca.</i> .././65 & scrapped.
Requisitioned 14/6/40							
	CLOUGHTON WYKE ex- <i>John Johnson</i>	Cochrane (Selby)	C D Holmes (Hull)	17	17. 1.18	19. 4.18	A/P, M/S; bombed German aircraft off the Humber 2/2/42.
Seized 3/7/40							
FY.355	CASTELNAU ex- <i>John Jacobs</i>	Cochrane (Selby)	C D Holmes (Hull)	17	13. 2.18	15. 4.18	A/P, returned 13/2/46; scrapped Antwerp ../6/56.
.....	JEAN FREDERIC ex- <i>James Hulbert</i> , ex- <i>M J Reid</i> , ex- <i>James Hulbert</i>	Lobnitz (Renfrew)	Lobnitz (Renfrew)	18	19	9. 9.19	M/S, RNethN (1940); bombed German aircraft off Start Point 1/5/41.
FY.1944	PIERRE-ANDRÉ ex- <i>Robert Cahill</i>	Goole Shipbuilding	Richardson Westgarth (Middlesbrough)	18	20	13. 4.21	M/S, returned ../1/46; scrapped France .././51.
Captured 6/3/41							
FY.1784	MYRLAND ex- <i>Sydøen</i> , ex- <i>Lord Harewood</i> , ex- <i>John Welstead</i>	Cochrane (Selby)	C D Holmes (Hull)	17	17	15. 2.18	RNN (1940), M/S, returned .././46, mercantile <i>Hellefisk</i> (1955); scrapped Norway .././77.
Ordered ../1/17							
J.29	ARMENTIÈRES	Canadian Vickers (Montreal)	Collingwood Ship-building	17	11. 8.17	17. 6.18	RCN, M/S, BDV (1941); mercantile <i>A G Garrish</i> (1946), <i>Arctic Rover</i> (1959), <i>La Force</i> (1962).
J.46	FESTUBERT	Polson Iron Works (Toronto)	Polson Iron Works (Toronto)	17	2. 8.17	13.11.17	RCN, BDV (1939), mercantile <i>Inverlight</i> (1946); scuttled off Burgeo 30/6/71.
Z.01	GIVENCHY	Canadian Vickers (Montreal)	Collingwood Ship-building	17	15. 9.17	22. 6.18	RCN, accommodation vessel (1939); sold 22/9/52 & scrapped USA?
J.70	YPRES	Polson Iron Works (Toronto)	Polson Iron Works (Toronto)	17	6. 6.17	13.11.17	RCN, BBV (1939); collision battleship REVENGE Halifax 12/5/40.
Requisitioned .././39							
.....	ARLEUX	Canadian Vickers (Montreal)	Collingwood Ship-building	17	9. 8.17	5. 6.18	RCN, M/S, BDV (1940), mercantile (name unchanged – 1946); foundered off White Head Bay 19/8/48.
Z.55	ARRAS	-do-	-do-	17	15. 9.17	8. 7.18	RCN, M/S, BDV (1941); sold ../12/57 & scrapped Halifax.
Requisitioned .././40							
.....	ST ELOI ex- <i>Lightship No. 20</i> , ex- <i>St Eloi</i>	Polson Iron Works (Toronto)	Polson Iron Works (Toronto)	17	2. 6.17	13.11.17	RCN BDV, mercantile <i>Lightship No. 20</i> (1946); scrapped .././62.
Requisitioned 12/12/40							
.....	LOOS	Kingston Shipbuild-ing	Collingwood Ship-building	17	27. 9.17	1. 8.18	RCN, BDV (1941); returned ../12/49.
Ordered 27/11/34							
T.68	BASSET	H Robb (Leith)	Whites Marine En-gineering (Hebburn)	6. 3.35	28. 9.35	29.11.35	Mercantile <i>Radford</i> (1948); scrapped UK .././53.
Ordered 27/1/37							
T.10	MASTIFF (i)	-do-	-do-	37	17. 2.38	16. 5.38	Mined Thames estuary 20/11/39.
Ordered 23/8/37							
J.64	COMOX	Burrard Dry Dock (North Vancouver)	Marine Industries (Sorel)	5. 2.38	9. 8.38	23.11.38	RCN, mercantile <i>Sung Ming</i> (1947); sold
J.88	FUNDY	Collingwood Ship-yards	-do-	24. 1.38	18. 6.38	1. 9.39	RCN, sold Marine Industries .././47.
J.94	GASPÉ	Morton Dry Dock (Quebec)	-do-	24. 1.38	12. 8.38	21.10.38	RCN, mercantile <i>Sung Li</i> (1947); sold
J.35	NOOKTA	Yarrow (Esquimalt)	-do-	1. 2.38	26. 9.38	6.12.38	RCN, NANOOSE (1943), mercantile <i>Sung Ling</i> (1950); sold
Ordered 29/7/40							
T.254	AGRA	Hooghly (Calcutta)	Lobnitz (Renfrew)	11.11.40	19. 3.42	15. 4.42	RIN, mercantile <i>Fritha</i> (1946); .././62.
T.249	BARODA (i)	Shalimar (Seebpore)	-do-	28.20.40	22.10.41	12.42	RIN, sold .././47.

T.256	BERAR	Hooghly (Calcutta)	-do-	21.12.40	31. 7.42	10.42	RIN, sold .././47.
T.312	TRAVANCORE	Garden Reach Work-shops	-do-	12.11.40	7. 7.41	 1.42	RIN, mercantile <i>Forma</i> (1947); sold .././62.
Ordered 28/9/40							
T.262	KARACHI	Alcock Ashdown (Bombay)	 (UK)	12. 3.41	1.12.41	21.12.42	RIN, mercantile <i>Fravarta</i> (1947); sold .././62.
T.267	LUCKNOW	-do-	 (UK)	14. 4.41	3. 4.42	 4.46	RIN, BARODA (ii) (1946), RPN BAHAWALPUR (1948); sold 22/1/59.
T.263	PESHAWAR	-do-	 (UK)	5. 5.41	2. 5.42		RIN, cancelled ../9/45 & laid-up incomplete; sold .././54.
Ordered 14/10/40							
T.339	CALCUTTA	Hooghly (Calcutta)	C D Holmes (Hull)	6. 1.41	8. 3.43	18. 8.43	RIN; sold ../8/49.
T.235	LAHORE	Shalimar (Seebpore)	 (UK)	27.11.40	19.12.41	17.11.42	RIN; sold ../7/46.
T.255	PATNA	Hooghly (Calcutta)	C D Holmes (Hull)	6. 1.41	1. 9.42	24. 1.43	RIN, sold .././47.
Ordered 16/2/41							
T.264	AHMEDABAD	Burn (Calcutta)	Lobnitz (Renfrew)	12. 6.41	28.10.43	4. 9.44	RIN; sold ../4/47.
T.268	AMRITSAR (i)	Garden Reach Work-shops (1)	Whites Marine Engineering (Hebburn)	 6.41	22.12.42	27. 5.43	RIN, MADURA (ii) (1942); sold .././47.
T.251	CUTTACK	Burn (Calcutta)	Lobnitz (Renfrew)	17. 7.41	16. 6.43	21. 8.43	RIN, mercantile <i>Figura</i> (1947); sold .././62.
T.261	MADURA (i)	Garden Reach Work-shops (1)	Whites Marine Engineering (Hebburn)	4. 8.41	19.12.41	20.11.42	RIN, AMRITSAR (ii) (1942); sold .././50.
T.269	NAGPUR (i)	Burn (Calcutta)	Lobnitz (Renfrew)	19. 7.41	11. 3.44	17.10.45	RIN, RAMPUR (ii) (1944), RPN LAHORE (ii) (1948); sold 22/1/59.
T.260	POONA	Garden Reach Work-shops	Whites Marine Engineering (Hebburn)	7. 6.41	2. 4.42	24.12.42	RIN, mercantile <i>Firishta</i> (1947); sold .././62.
T.250	SHILLONG	Burn (Calcutta)	Lobnitz (Renfrew)	21. 6.41	22. 9.42	27. 3.43	RIN, mercantile <i>Fatima</i> (1947); sold .././62.
Ordered 23/9/41							
T.12	BARISAL (i)	Burn (Calcutta)	.....	4. 6.42	 8.43	.....	RIN, RAMPUR (i) (1943), NAGPUR (ii) (1944); cancelled ../2/45.
T.265	CHITTAGONG	-do-	.....	4. 6.42	.....	.....	RIN; cancelled ../2/45.
T.252	DACCA	-do-	.....	4. 6.42	.....	.....	RIN; cancelled ../2/45.
T.329	SHOLAPUR (i)	-do-	.....	4. 6.42	.....	.....	RIN, SYLHET (ii) (1943), SHOLAPUR (ii) (1943), BARISAL (ii) (1943), SYLHET (iii) (1944); cancelled ../2/45.
T.322	KOLABA (i)	Scindia (Bombay) (2)	.....	14.11.41	23. 5.44	.....	RIN, COCHIN (ii) (1943), MULTAN (ii) (1943); cancelled ../2/45.
T.258	NASIK	Shalimar (Seebpore)	 (UK)	42	24. 5.44	24. 1.45	RIN; sold ../1/50.
Ordered .././42							
T.331	BANNU	Shalimar (Seebpore)	.....	.....	.....	.....	RIN; cancelled ../2/45.
T.326	DINAPORE	Burn (Calcutta)	.....	.....	.....	.....	RIN; cancelled ../2/45.
T.325	GAYA	-do-	.....	.....	.....	.....	RIN; cancelled ../2/45.
T.330	KIAMARI	Scindia (Bombay)	.....	.....	.....	.....	RIN; cancelled ../2/45.
T.327	MONGHYR	Alcock Ashdown (Bombay)	.....	.....	.....	.....	RIN; cancelled ../2/45.
T.324	PACHMARHI	Burn (Calcutta)	.....	.....	.....	.....	RIN; cancelled ../2/45.
T.238	PURI	Alcock Ashdown (Bombay)	.....	.....	.....	.....	RIN; cancelled ../2/45.
T.323	QUETTA (i)	Scindia (Bombay)	.....	.....	.....	.....	RIN, JUBBALPORE (ii) (1943); cancelled ../2/45.
T.270	SYLHET (i)	-do-	.....	.....	.....	.....	RIN, SHOLAPUR (ii) (1943), BARISAL (iii) (1944); cancelled ../2/45.
Ordered 14/3/42							
T.317	ALLAHABAD	Hooghly (Calcutta)	.....	.....	.....	.....	RIN; cancelled ../2/45.
T.320	AMBALA	Alcock Asdown (Bombay) (2)	.....	29. 1.44	8. 8.44	.....	RIN; cancelled ../2/45.
T.319	BAREILLY	Shalimar (Seebpore)	.....	..... 5.43	.....	.....	RIN; cancelled ../2/45.
T.318	BENARES	Hooghly (Calcutta)	.....	..... 3.43	.....	.....	RIN; cancelled ../2/45.
T.340	CAWNPORE	Burn (Calcutta)	.....	..... 1.43	.....	.....	RIN; cancelled ../2/45.
T.266	COCHIN (i)	Alcock Ashdown (Bombay)	.....	..... 1.43	.....	.....	RIN, KOLABA (ii) (1943); cancelled ../2/45.
T.321	SIALKOT	-do-	.....	..... 3.43	.....	.....	RIN; cancelled ../2/45.
T.314	TRICHINOPLY	Burn (Calcutta)	.....	..... 1.43	.....	.....	RIN; cancelled ../2/45.
T.313	VIZAGAPATNAM	-do-	.....	..... 3.43	.....	.....	RIN; cancelled ../2/45.
T.323	JUBBALPORE (i)	Scindia (Bombay)	.....	15. 1.43	7. 1.44	.....	RIN, QUETTA (ii) (1943); cancelled 17/8/45.
T.313	MULTAN (i)	Burn (Calcutta)	Lobnitz (Renfrew)	4. 1.43	29.12.43	9. 4.46	RIN, COCHIN (iii) (1943), water vessel (1950).
Ordered ../9/40							
T....	GEMUNU	Irrawaddi Flotilla (Rangoon)	.....	..... 8.41	.....	.....	Ceylon RNVR; lost incomplete Rangoon ../3/42.
Ordered ../1/41							
T....	ELARA	Irrawaddi Flotilla (Rangoon)	.....	.....12.41	.....	.....	Ceylon RNVR; lost incomplete Rangoon ../3/43.

Ordered 28/2/41

T....	BAY INNAUNG	Irrawaddi Flotilla (Rangoon) (3)	.....	..... 8.41	.....	.....	Burma RNVR; lost incomplete Rangoon ../3/42.
T....	COCHRANE (ii)	-do- (3)	.....	..... 8.41	.....	.....	Burma RNVR; lost incomplete Rangoon ../3/42.

Transferred from (1) Burn (Calcutta) (2) Alcock Ashdown (Bombay) (3) Taikoo Dockyard (Hong Kong)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Purchased ../11/35							
T.87	AGATE (i) ex-Mavis Rose	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	.....33	 1.34	Wrecked off Cromer 6/8/41.
T.12	AMETHYST ex-Phyllis Rosalie	-do-	-do-	.....	.....33	 2.34	Mined Thames estuary 24/11/40.
T.15	CORNELIAN (i) ex-Cape Warwick	Cochrane (Selby)	C D Holmes (Hull)	.....	.....33	 8.33	Mercantile <i>Lincoln City</i> (1946); scrapped Belgium .././63.
T.14	JASPER ex-Balthasar	Cook, Welton & Gemmell (Beverley)	-do-	.....	.....31	 1.32	Torpedoed German MTB S.81 English Channel 1/12/42.
T.22	PEARL ex-Dervish	-do-	-do-	.....	.....33	 1.34	Mercantile <i>Westella</i> (1946); scrapped Ghent .././59.
T.24	RUBY ex-Cape Bathurst	Cochrane (Selby)	C D Holmes (Hull)	.....	.....33	 7.33	Mercantile <i>Carella</i> (1946); scrapped Troon .././59.
T.27	SAPPHIRE ex-Mildenhall	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	.....35	 4.36	Mercantile <i>Dunsby</i> (1946), <i>Findus!</i> (1953), <i>Skaidi</i> (1954); scrapped .././70.
T.40	TOPAZE ex-Melbourne	-do-	-do-	.....	.....35	 4.36	Lost collision battleship RODNEY off the Clyde 20/4/41.
T.42	TOURMALINE ex-Berkshire	-do-	-do-	.....	.....	.....36	Bombed German aircraft off North Foreland 5/2/41.
T.45	TURQUOISE ex-Warwickshire	-do-	-do-	.....	.....	.....36	Mercantile <i>St Oswald</i> (1946), <i>Woolton</i> (1950), <i>Wyre Woolton</i> (1954); scrapped UK .././57.

Purchased ../11/35

T.01	CEDAR ex-Arab	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	.....	.....	.....33	Mercantile <i>Red Gauntlet</i> (1946); wrecked place unknown ../8/47.
T.09	CYPRESS ex-Cape Finisterre	Cochrane (Selby)	-do-	.....	.....30	 9.30	Mercantile <i>Vardberg</i> (1946); scrapped Denmark .././59.
T.118	GUAVA ex-British Colum- bia	Richards Iron Works (Lowestoft)	Ruston & Hornsby (Lincoln)	.....	.....	.....35	Mercantile <i>British Columbia</i> (1946).
T.32	HAWTHORN ex-Cape Guarda- fui	Cochrane (Selby)	C D Holmes (Hull)	.....	.....30	 6.30	Mercantile <i>Havborgin</i> (1946); sold
T.19	HOLLY ex-Kingston Coral	Cook, Welton & Gemmell (Beverley)	-do-	.....	.....30	 5.30	Mercantile <i>Dragaberg</i> (1946); wrecked off Faeringehavn 28/7/61.
T.29	LAUREL ex-Kingston Cyanite	-do-	-do-	.....	.....30	 6.30	Mercantile <i>Strathyre</i> (1947), <i>Patricia Hague</i> (1951); scrapped Troon .././55.
T.26	LILAC ex-Beachflower	Cochrane (Selby)	Amos & Smith (Hull)	.....	.....30	12.30	Mercantile <i>Robert Hewett</i> (1946); scrapped UK .././61.
T.31	MAGNOLIA ex-Lord Brentford	-do-	-do-	.....	.....35	 4.30	Mercantile <i>Oranjezicht</i> (1946); scrapped .././67.
T.37	SYCAMORE ex-Lord Beaver- brook	-do-	-do-	.....	.....30	12.30	Mercantile <i>Drattur</i> (1946), <i>Jupiter</i> (1957); scrapped 1959/60.
T.55	SYRINGA ex-Cape Kanin	-do-	C D Holmes (Hull)	.....	.....30	 6.30	Mercantile <i>Davaar Island</i> (1946), <i>Cape Kanin</i> (1948); scrapped Boom .././54.
T.66	WILLOW ex-Cape Sparti- vento	-do-	-do-	.....	.....30	 8.30	Mercantile <i>Trondur-i-Gotu</i> (1946); scrapped Hamburg .././57.

Purchased ../1/39

T.88	AMBER ex-Cape Barfleur	Cochrane (Selby)	C D Holmes (Hull)	.....	.....34	10.34	Mercantile <i>Etonian</i> (1946), <i>Arctic Crusader</i> (1950), <i>Etonian</i> (1952), <i>Glenella</i> (1954); scrapped Gateshead ../5/57.
T.34	BERYL ex-Lady Adelaide	Cook, Welton & Gemmell (Beverley)	-do-	.....	.....33	 1.34	Mercantile <i>Red Knight</i> (1946); scrapped Barrow ../12/62.
T.07	CORAL ex-Cape Duner	Cochrane (Selby)	-do-	.....	.....34	 3.35	Bombed Italian aircraft Valletta ../4/42 & wreck scrapped .././43.
T.56	JADE ex-Lady Lillian	Cook, Welton & Gemmell (Beverley)	-do-	.....	.....32	 4.33	Bombed Italian aircraft Valletta 10/4/42, salved & scuttled off Malta ../12/43.
T.90	MOONSTONE ex-Lady Made- leine	-do-	-do-	.....	.....34	 8.34	Mercantile <i>Red Lancer</i> (1946); scrapped Glasson Dock ../1/64.

Purchased ..2/39

T.84	ALDER ex-Lord Davison	Cochrane (Selby)	Amos & Smith (Hull)	.....	.....29	 7.29	Wrecked east coast of Scotland 22/10/41.
T.44	BEECH ex-Lord Dawson	-do-	-do-	.....	.....29	12.29	Bombed German aircraft Scrabster 22/6/41.
T.46	BERBERIS ex-Lord Hewart	-do-	-do-	.....	.....28	10.28	Mercantile <i>Bergen</i> (1946), scrapped Netherlands .././57.
T.53	HORNBEAM ex-Lord Trent	-do-	-do-	.....	.....29	11.29	Mercantile <i>Rankin</i> (1946); scrapped Denmark .././59.
T.96	LARCH ex-St Alexandria	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	.....	.....27	 1.28	Mercantile <i>Westhill</i> (1946); scrapped Sunderland ../10/52.
T.38	MAPLE ex-St Gerontius	-do-	-do-	.....	.....29	 8.29	Mercantile <i>Sumatra</i> (1946); scrapped Netherlands .././56.
T.91	MYRTLE ex-St Irene	-do-	-do-	.....	.....28	10.28	Mined Thames estuary 14/6/40.
T.54	OAK ex-St Romanus	-do-	-do-	.....	.....28	 6..28	Mercantile <i>St Stephen</i> (1946), <i>Lady June</i> (1949), <i>Recepto</i> (1952); scrapped Belgium .././56.
T.86	REDWOOD ex-St Rose	-do-	-do-	.....	.....28	10.28	Mercantile (name unchanged – 1945), <i>Mary</i> (1946); scrapped Netherlands .././56.
T.97	TAMARISK (i) ex-St Gatien	-do-	-do-	.....	.....25	 5.25	Bombed German aircraft Thames estuary 12/8/40.

Ordered 5/6/39

T.02	ACACIA	Ardrossan Dockyard	G Plenty (Newbury)	17.8.39	7. 3.40	20. 6.40	Fishery protection vessel <i>Vailla</i> (1948); wrecked Iuvard Island 6/1/57.
T....	ALMOND	-do-	-do-	18. 8.39	22. 5.40	20. 8.40	Mined off Falmouth 2/2/41.
T.39	ASH	Cochrane (Selby)	Amos & Smith (Hull)	31. 7.39	13.11.39	6.5.40	Mined Thames estuary 5/6/41.
T.77	BAY	-do-	-do-	15. 8.39	12.12.39	10. 6.40	Mercantile (name unchanged – 1947), <i>Isolda</i> (1950), <i>Tristania</i> (1952); scuttled South Africa 22/2/78.
T.93	BIRCH	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	21. 8.39	13.11.39	17. 4.40	Mercantile (name unchanged – 1952), <i>Magnolia</i> (1955); scrapped Netherlands .././62.
T.100	BLACKTHORN	-do-	-do-	25. 8.39	29.11.39	31. 5.40	Mercantile <i>Maythorn</i> (1947), <i>Klan</i> (1955), <i>Jan Ove</i> (1963); scrapped Norway .././71.
T....	CHESTNUT	Goole Shipbuilding	Amos & Smith (Hull)	25. 7.39	24. 2.40	21. 5.40	Mined off North Foreland 30/11/40.
T.124	DEODAR	-do-	-do-	19. 8.39	26. 3.40	1. 7.40	Mercantile <i>Mollex VI</i> (1946), <i>Werner Felter</i> (1955), <i>Clipper</i> (1962); foundered en route Klaipeda/Raaha 26/11/65.
T.105	ELM	J Inglis (Pointhouse)	Aitchison Blair (Clydebank)	13. 7.39	12.12.39	9. 3.40	Mercantile <i>Helm</i> (1946), <i>Magul</i> (1950); sold
T.129	FIR	-do-	-do-	11. 8.39	27. 1.40	30. 4.40	Mercantile (name unchanged – 1946), <i>Betty</i> (1953), <i>Monteponi</i> (1956); scrapped .././68.
T.108	HAZEL	H Robb (Leith)	Whites Marine Engineering (Hebburn)	16. 8.39	27.12.39	9. 3.40	Sold ../3/46 for mercantile conversion.
T.116	HICKORY	-do-	-do-	16. 8.39	24. 2.40	19. 4.40	Mined English Channel 22/11/40.
T.123	JUNIPER	Ferguson (Renfrew)	Ferguson (Renfrew)	15. 8.39	15.12.39	9. 3.40	Gunfire German cruiser HIPPER off Norway 8/6/40.
T.119	ROWAN	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	13. 6.39	12. 8.39	14.12.39	Mercantile <i>Maiken</i> (1947), <i>Talis</i> (1956), <i>Musi</i> (1964); sold
T.103	WALNUT	-do-	-do-	15. 6.39	12. 8.39	31.12.39	Sold ../5/48 for mercantile conversion.
T.127	WHITETHORN	-do-	-do-	25. 7.39	10.11.39	28. 2.40	Sold ../3/46.
T.113	WISTARIA	-do-	-do-	19. 7.39	10.11.39	16. 2.40	Sold ../3/46.

Ordered 8/6/39

T.112	MANGROVE	Ferguson (Renfrew)	Ferguson (Renfrew)	18. 8.39	15. 2.40	23. 4.40	Portuguese Navy unnamed (P.2 – 1943), FAIAL (1946); sold .././67.
T.126	OLIVE	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	29. 9.39	26. 2.40	20. 5.40	Mercantile <i>Samba</i> (1948); wrecked near Lerwick 28/12/56.
T.101	PINE	-do-	-do-	29. 9.39	25. 3.40	3. 7.40	Torpedoed German MTB S.... off Selsey Bill 31/1/44.

Purchased 26/8/39

FY.205	BUTTERMERE ex-Kos XXV	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	8. 4.39	30. 6.39	18.10.39	USN (1942), mercantile <i>Tiern</i> (1946), <i>Robert Moore</i> (1958); scuttled off Australia .././68.
FY.204	ELLESMERE ex-Kos XXIV	-do-	-do-	28. 4.39	17. 6.39	12.10.39	Torpedoed German submarine U.1203 English Channel 24/2/45.
FY.239	GRASMERE ex-Kos XXIII	-do-	-do-	7. 7.39	31. 8.39	7.11.39	WASTWATER (1939), USN (1942); sold ../5/46 for mercantile conversion.
FY.206	THIRLMERE ex-Kos XXVI	-do-	-do-	20. 5.39	5. 7.39	27.10.39	Mercantile <i>Kos 26</i> (1946); sold ../12/63 & scrapped Grimstad .././64..
FY.252	ULLSWATER ex-Kos XXIX	-do-	-do-	6. 7.39	31. 8.39	15.11.39	Torpedoed German MTB S.... English Channel 19/11/42.
FY.207	WINDERMERE ex-Kos XXVII	-do-	-do-	20. 5.39	21. 7.39	8.11.39	Mercantile <i>Kos 27</i> (1946); scrapped Grimstad .././64.

Ordered .././44

FY....	Unnamed	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)			 8.45	Completed mercantile <i>Southern Strife</i> (1945).
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FY....	Unnamed	-do-	-do-			 9.45	Completed mercantile <i>Southern Truce</i> (1945).
FY....	Unnamed	-do-	-do-			 9.45	Completed mercantile <i>Thorarinn</i> (1945).
FY....	Unnamed	-do-	-do-	.....	.....	.....10.45	Completed mercantile <i>Thordr</i> (1945).
Ordered 9/9/39							
T.104	COTILLION	Ardrossan Dockyard	G Plenty (Newbury)	21. 6.40	21.12.40	13. 6.41	Mercantile <i>Brand V</i> (1947); wrecked near Aalesund 15/6/53.
T.106	COVERLEY	-do-	-do-	21. 6.40	27. 5.41	8. 8.41	Mercantile <i>Jannikke</i> (1947), <i>Ofoffjord</i> (1948); sold
T.107	FANDANGO	Cochrane (Selby)	Amos & Smith (Hull)	24.10.39	26. 3.40	11. 7.40	Mercantile (name unchanged – 1946), <i>Samfrost</i> (1966); burnt-out off Kvitsoy 23/7/72 & scrapped.
T.109	FOXTROT	-do-	-do-	24.10.39	23. 4.40	30. 8.40	RASC (name unchanged – 1946); sold T W Ward 30/9/51, arrived Barrow .././51 for scrapping.
T.115	GAVOTTE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	8.12.39	7. 5.40	24. 8.40	Italian Navy unnamed (RD.312 – 1946/65); expended as target place unknown .././65.
T.120	HORNPIPE	-do-	-do-	8.12.39	21. 5.40	14. 9.40	Italian Navy unnamed (RD.316 – 1946/65); expended as target place unknown .././65.
T.30	MAZURKA	Ferguson (Renfrew)	Ferguson (Renfrew)	21. 3.40	28.11.40	22. 2.41	Sold ../3/46 for mercantile conversion.
T.131	MINUET	-do-	-do-	29. 4.40	1. 3.41	21. 6.41	Italian Navy unnamed (RD.307 – 1946/65); expended as target place unknown .././65.
T.117	MORRIS DANCE	Goole Shipbuilding	Amos & Smith (Hull)	18.12.39	6. 8.40	7.10.40	Mercantile <i>Tottan</i> (1946), <i>Kvitffell</i> (1959), <i>Seiko</i> (1973), <i>Deep River</i> (1976).
T.39	PIROUETTE	-do-	-do-	18.12.39	22. 6.40	30. 8.40	Mercantile <i>Tridente</i> (1947), <i>Frederico Bartoli</i> (1957), <i>Tabarchin</i> (1958); sold .././74.
T.139	POLKA	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	19. 6.40	29. 1.41	17. 6.41	Sold ../3/46 for mercantile conversion.
T.133	QUADRILLE	-do-	-do-	19. 6.40	15. 3.41	14. 7.41	Mercantile <i>Elsa</i> (1946), <i>Murten</i> (1950), <i>Remex</i> (1956), <i>Ghedem</i> (1967).
T.122	RUMBA	J Inglis (Pointhouse)	Aitchison Blair (Clydebank)	26. 2.40	31. 7.40	12.11.40	Mercantile (name unchanged – 1948), <i>Buk Hae Ho</i> (1953), <i>Buk Hae</i> (1956).
T.128	SALTERELO	H Robb (Leith)	Whites Marine Engineering (Hebburn)	12. 1.40	6. 8.40	19.10.40	Portuguese Navy SALVADOR CORRIEA (1946); sold .././67.
T.125	SARABAND	J Inglis (Pointhouse)	Aitchison Blair (Clydebank)	5. 3.40	29. 8.40	2. 1.41	Mercantile <i>Volen</i> (1946), <i>Betty</i> (1953), <i>Monteponi</i> (1956); scrapped Italy .././68.
T.132	SWORD DANCE	H Robb (Leith)	Whites Marine Engineering (Hebburn)	2. 3.40	3. 9.40	20. 1.41	Lost collision Moray Firth 5/7/42.
T.146	TANGO	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	23. 8.40	29.11.40	22. 4.41	Mercantile <i>Ramskapelle</i> (1946), <i>Carola</i> (1952), <i>Vinum</i> (1953), <i>Vino</i> (1962).
T.142	TARANTELLA	-do-	-do-	6. 9.40	27. 1.41	9. 5.41	TWO STEP (1943), Italian Navy unnamed (RD.308 – 1946/65); sold .././65.
T.151	VALSE	-do-	-do-	6.10.40	12. 3.41	23. 5.41	RASC (name unchanged – 1946); sold Port Glasgow ../9/51 & scrapped.
T.130	VELETA	-do-	-do-	21.10.40	28. 3.41	9. 6.41	Sold ../3/46.
Ordered 26/9/39							
T.102	KIWI	H Robb (Leith)	G Plenty (Newbury)	19. 3.40	7. 7.41	25.10.41	RNZN; sold G Sparrey ../9/63, arrived Auckland .././63 for scrapping.
T.233	MOA	-do-	-do-	19. 3.40	15. 5.41	19. 8.41	RNZN; bombed Japanese aircraft off Guadalcanal 7/4/43.
T.234	TUI	-do-	-do-	19. 3.40	26. 8.41	5.12.41	RNZN, surveying vessel (1955); sold .././...
Ordered 12/12/39							
T.134	CELIA	Cochrane (Selby)	Amos & Smith (Hull)	25. 5.40	15. 9.40	18. 1.41	Mercantile (name unchanged – 1946), <i>Vanda</i> (1958), <i>Kuala Kangsar</i> (1961); foundered Singapore 19/3/69.
T.140	CORIOLANUS (ii)	-do-	-do-	4. 5.40	2.10.40	6. 2.41	Mined North Adriatic 5/5/45.
T.157	FLUELLEN	-do-	-do-	9. 7.40	1.11.40	21. 3.41	Fishery protection vessel <i>Scotia</i> (1947), <i>Scarba</i> (1971); scrapped Dalmuir .././73.
T.167	HAMLET	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	21. 2.40	24. 7.40	23.12.40	Mercantile <i>Eifonn</i> (1947), <i>Fort Lamalque</i> (1950), <i>Union</i> (1954), <i>Itaca</i> (1955), <i>Nicolaos</i> (1974); lost cause & place unknown 23/6/76.
T.153	HORATIO	-do-	-do-	12. 3.40	8. 8.40	27. 1.41	Torpedoed Italian MTB MAS.5 Western Mediterranean 7/1/43.
T.136	JULIET	-do-	-do-	23. 5.40	2.10.40	20. 3.41	Mercantile <i>Peterjon</i> (1947), <i>Plassey</i> (1951); wrecked Aran Island 8/5//60.
T.137	LAERTES (ii)	-do-	-do-	23. 5.40	18.10.40	9. 4.41	Torpedoed German submarine U.201 off Freetown 25/7/42.
T.138	MACBETH	Goole Shipbuilding	Amos & Smith (Hull)	28. 3.40	3.10.40	14. 1.41	Mercantile (name unchanged – 1947); lost cause & place unknown 10/10/50.
T.05	OPHELIA	-do-	-do-	1. 4.40	3. 9.40	2.12.40	Mercantile <i>Tottan</i> (1946), <i>Kvitffell</i> (1960).
T.76	OTHELLO	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	27. 2.41	7.10.41	22.12.41	Italian Navy unnamed (RD.310 – 1946/65); expended as submarine target .././65.
T.10	ROMEO	J Inglis (Pointhouse)	Aitchison Blair (Clydebank)	1.10.40	20. 3.41	28. 6.41	Mercantile (1946), <i>Guard Mavoline</i> (1952).
T.135	ROSALIND	-do-	-do-	1.10.40	3. 5.41	18.10.41	Kenya & Zanzibar RNVR (1946), REAN (19.); sold Mombasa ../4/63 & scrapped.

Ordered 6/4/40

T.06	ARRAN	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	6. 4.40	25. 7.40	29. 4.41	Mercantile <i>Assan Reis</i> (1946), <i>Prof Henking</i> (1952), <i>Berta</i> (1956); lost cause unknown North Sea ..../2/62.
T.50	BALTA	-do-	-do-	10. 8.40	2.12.40	16. 5.41	Mercantile <i>Ching Hai</i> (1949).
T.99	BRORA	-do-	-do-	13. 8.40	18.12.40	4. 6.41	Wrecked Hebrides 6/9/41.
T.158	BURRA	Goole Shipbuilding	Amos & Smith (Hull)	1.10.40	29. 3.41	19. 7.41	Italian Navy unnamed (RD.301 – 1946/65); expended as target ..../65.
T.168	BUTE	-do-	-do-	15.10.40	12. 5.41	15. 9.41	Sold ..../3/46.
T.161	CANNA	Cochrane (Selby)	C D Holmes (Hull)	19. 7.40	18.11.40	7. 4.41	Burnt-out Lagos 5/12/42.

Ordered 4/5/40

T.145	CAVA	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	19. 8.40	3. 3.41	28. 6.41	Mercantile <i>Lucia Venturi</i> (1947); sold/65.
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Ordered 27/5/40

T.147	COPINSAY	Cochrane (Selby)	Amos & Smith (Hull)	7. 8.40	2.12.40	26. 4.41	RASC (name unchanged – 1946), mercantile <i>Ion</i> (1956); lost collision north of Crete 31/12/58.
T.154	CUMBRAE	-do-	-do-	2. 9.40	20.12.40	22. 5.41	Italian Navy unnamed (RD.302 – 1946/65); expended as target ..../65.
T.162	FARA	-do-	-do-	5. 9.40	27.1.41	27. 6.41	Mercantile <i>Dah Lai</i> (1946).
T.171	FLOTTA	-do-	-do-	4.10.40	13. 2.41	11. 6.41	Stranded off Buchan Ness 29/10/41 & foundered 6/11/41.
T.16	HOXA	Cook, Welton & Gemmell (Beverley)	-do-	20. 9.40	15. 1.41	20. 6.41	Mercantile <i>Sung Hwei</i> (1946).
T.114	HOY	-do-	-do-	20.10.40	1. 2.41	8. 7.41	Mercantile <i>Dunay</i> (1946).
T.18	INCHOLM	-do-	C D Holmes (Hull)	20.10.40	3. 3.41	28. 7.41	RASC (name unchanged – 1946), mercantile <i>Celeste Aida</i> (1953), <i>Anna Gemma</i> (1966), <i>Zeus</i> (1976).
T.155	INCHKEITH	J Lewis (Aberdeen)	J Lewis (Aberdeen)	16.11.40	10. 7.41	24.10.41	RNZN (1941); sold Auckland 10/9/58 & scrapped.
T.166	INCHMARNOCK	-do-	-do-	26. 2.41	25. 8.41	28.11.41	RNN KARMOY (ii) (1944), mercantile <i>Tilthorn</i> (1946), <i>Nador</i> (1952), <i>Servannaise</i> (1955), <i>Marteresa</i> (1963).
T.172	ISLAY	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	18.11.40	10. 4.41	17. 6.41	Mercantile <i>Isly</i> (1946), <i>Saint Anne</i> (1949); lost cause & place unknown 15/3/50.

Ordered 22/7/40

T.169	JURA	Ardrossan Dockyard	G Plenty (Newbury)	13. 1.41	22.11.41	12. 6.42	Torpedoed German submarine U.371 Western Mediterranean 7/1/43.
T.165	KINTYRE	-do-	-do-	14. 4.41	21.10.41	24. 4.42	Mercantile <i>Fiocina</i> (1946), <i>Adele Bartoli</i> (1957), <i>Silvana Otto</i> (1967); foundered place unknown 11/3/71.
T.110	MULL	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	19.11.40	27. 3.41	19. 8.41	RASC (name unchanged – 1946); sold ..../74.
T.144	PLADDA	-do-	-do-	29.12.40	16. 4.41	5. 9.41	Burmese Government (name unchanged – 1946), mercantile (name unchanged – 1947); sold ..../50.
T.149	RONALDSAY	Cochrane (Selby)	Amos & Smith (Hull)	7.10.40	14. 2.41	17. 7.41	Mercantile <i>Diksmuide</i> (1946)?
T.164	RYSA	-do-	-do-	19.11.40	15. 3.41	13. 8.41	Mined off Maddalena 8/12/43.
T.160	SANDA	Goole Shipbuilding	-do-	23.12.40	12. 7.41	4.11.41	RNZN (1941), mercantile hulk (1958); scrapped ..../70.
T.170	SHIANT	-do-	-do-	24. 2.41	9. 8.41	25.11.41	RNN JELOY (ii) (1944), mercantile <i>Artemis</i> (1948); wrecked near Obbia 31/7/60.
T.163	SKYE	Robb (Leith)	Whites Marine Engineering (Hebburn)	23. 7.41	17. 3.42	22. 7.42	Sold P & W MacLellan 29/5/58, arrived Bo'ness ..../58 for scrapping.
T.159	STAFFA	-do-	-do-	22. 8.41	15. 6.42	31. 8.42	Italian Navy unnamed (RD.304 – 1946/65); expended as target/65.

Ordered 24/8/40

T.150	STROMA	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	3. 4.41	19.11.41	30. 1.42	Italian Navy unnamed (RD.315 – 1946/65); expended as target/65.
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Ordered 13/9/40

T.173	HILDASAY	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	26.12.40	29. 4.41	30. 9.41	Wrecked near Kilindini 21/6/45.
T.174	KILLEGRAY	-do-	C D Holmes (Hull)	24. 1.41	25. 5.41	7.11.41	RNZN (1941); sold Auckland 10/9/58 & scrapped.
T.175	SCARBA	-do-	-do-	6. 3.41	26. 6.41	25.11.41	RNZN (1941); sold Auckland 10/9/58 & scrapped.
T.176	SHAPINSAY	Cochrane (Selby)	Amos & Smith (Hull)	19.11.40	29. 3.41	6. 9.41	Mercantile <i>El Hascimy</i> (1946), <i>Al Fayez</i> (1955), <i>Aghia Marina</i> (1958); foundered off Cape Doro 5/7/67.
T.177	SLUNA	-do-	-do-	3.12.40	14. 4.41	16.10.41	Mercantile <i>Shun Wa</i> (1946), <i>Hai Ma</i> (1948); wrecked Hainan Straits 13/10/50, salvaged & scrapped.
T.178	STRONSAY	Inglis (Pointhouse)	Aitchison Blair (Clydebank)	31. 5.41	4. 3.42	24. 4.42	Torpedoed Italian submarine AVORIO Western Mediterranean 5/2/43.
T.179	SWITHA	-do-	-do-	31. 5.41	3. 4.42	15. 6.42	Wreck dispersal vessel (DV.18 – 1946/47), tank cleaning vessel (A.346 – 1950).
T.180	TIREE	Goole Shipbuilding	Amos & Smith (Hull)	16. 4.41	6. 9.41	12. 1.42	Wreck dispersal vessel (DV.19 – 1946/50); sold Belgian shipbreaker 19/8/60, arrived Antwerp 3/9/60 for scrapping.

Ordered 7/10/40

T.181	TRONDRA	J Lewis (Aberdeen)	J Lewis (Aberdeen)	16. 4.41	4.10.41	16. 1.42	Wreck dispersal vessel (DV.20 – 1946/50); sold Shipbreaking Industries/57, arrived Charlestown 8/10/57 for scrapping.
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T.182	WESTRAY	-do-	-do-	7. 6.41	4.11.41	2. 3.42	Mercantile (name unchanged – 1946), <i>Westbay</i> (1961).
Ordered 24/10/40							
T.200	KERRERA	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	14. 3.41	24. 9.41	31.10.41	RNN OKSOY (ii) (1944/46), mercantile <i>Jason</i> (1946); wrecked off Svolvær 1/3/50.
Ordered 16/11/40							
T.201	EDAY	Cochrane (Selby)	Amos & Smith (Hull)	1. 4.41	26. 6.41	24.11.41	RNN TROMOY (ii) (1944/46), mercantile <i>Fjellberg</i> (1947), <i>Sempach</i> (1952); explosion near Nemours 27/4/53.
T.202	FETLAR	-do-	-do-	1. 4.41	10. 7.41	9. 1.42	Wreck dispersal vessel (DV.8 – 1946/50); scrapped Antwerp ..6/60.
T.203	FOULA	-do-	-do-	15. 4.41	28. 7.41	16. 2.42	Italian Navy unnamed (RD.313 – 1946/65); expended as target .././65.
Ordered 21/12/40							
T.297	GRUNA	J Crown (Sunderland)	Whites Marine Engineering (Hebburn)	21. 5.41	18.12.41	11. 5.42	EARRAID (1941), wreck dispersal vessel (DV.7 – 1946/47); sold 13/3/51.
T.204	ORFASY	A Hall (Aberdeen)	A Hall (Aberdeen)	21. 8.41	17. 3.42	14. 7.42	Torpedoed German submarine U.68 off West Africa 22/10/43.
Ordered 18/1/41							
T.207	COLL	Ardrossan Dockyard	G Plenty (Newbury)	21. 7.41	7. 4.42	5. 9.42	Wreck dispersal vessel (DV.6 – 1946/50), tank cleaning vessel (A.333 – 1950); expended as target place unknown ../11/75.
T.208	DAMSAY	G Brown (Greenock)	Aitchison Blair (Clydebank)	20. 8.41	27. 6.42	30. 9.42	Wreck dispersal vessel (DV.2 – 1946/50); sold Troon 13/3/51 & scrapped.
T.298	HUNDA	Ferguson (Renfrew)	Ferguson (Renfrew)	16. 6.41	4. 2.42	16. 4.42	Sold ../5/46 for mercantile conversion.
Ordered 12/2/41							
T.209	ST KILDA	A Hall (Aberdeen)	A Hall (Aberdeen)	3.12.41	29. 5.42	30. 9.42	Mercantile <i>Claes Compaen</i> (1946), <i>Prof Hensen</i> (1952), <i>Donar</i> (1956), <i>Sea Lion</i> (1975); sold .././80.
Ordered 15/3/41							
T.212	FILLA	J Crown (Sunderland)	C D Holmes (Hull)	29. 9.41	2. 4.42	20. 8.42	Italian Navy unnamed (RD.305 – 1946/65); sold .././65.
T.210	ROUSAY	Goole Shipbuilding	Amos & Smith (Hull)	14. 8.41	20.12.41	12. 4.42	Mercantile <i>Homeoy</i> (1946), <i>Tova</i> (1947), <i>Einar Hund</i> (1954), <i>Tangvik</i> (1970), <i>Mizar</i> (1974).
T.211	RUSKHOLM	-do-	-do-	14. 8.41	4. 2.42	12. 5.42	Portuguese Navy BALDAQUE DA SILVA (1947), SALVADOR CORREIA (1961); scrapped ../5/61.
T.213	UNST	Ferguson (Renfrew)	Ferguson (Renfrew)	16.10.41	28. 5.42	6. 8.42	Italian Navy unnamed (RD.303 – 1946/65); expended as target .././65.
Ordered 17/5/41							
T.214	BRESSAY	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	27. 9.41	20. 1.42	10. 5.42	Sold ../3/46.
T.215	EGILSAY	-do-	C D Holmes (Hull)	1.10.41	7. 2.42	8. 7.42	Italian Navy unnamed (RD.306 – 1946/65); expended as target .././65.
T.216	ENSAY	-do-	-do-	24.10.41	5. 3.42	1. 8.42	Italian Navy unnamed (RD.314 – 1946/65); expended as target .././65.
T.217	ERIKSAY	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	20.11.41	28. 8.42	21.10.42	Portuguese Navy unnamed (P.8 – 1943/44); foundered off Sao Jorge 12/11/45.
Ordered 16/6/41							
T.294	BERN	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	24.12.41	2. 5.42	30. 9.42	Wreck dispersal vessel (DV.4 – 1946/..), tank cleaning vessel (A.334 – 1955); sold 30/8/78 & scrapped.
T.290	GAIRSAY	Ardrossan Dockyard	G Plenty (Newbury)	10.11.41	28. 5.42	30. 4.43	Hit German explosive motor boat off Normandie beaches 2–3/8/44.
T.291	GRAEMSAY	-do-	-do-	31.12.41	3. 8.42	18. 6.43	Wreck dispersal vessel (DV.10 – 1946/50), tank cleaning vessel (A.340 – 1957); scrapped ../10/78.
T.295	MOUSA	Goole Shipbuilding	Amos & Smith (Hull)	6. 2.42	1. 6.42	30. 8.42	Italian Navy unnamed (RD.311 – 1946/65); expended as target .././65.
T.296	OXNA	J Inglis (Pointhouse)	Aitchison Blair (Clydebank)	22. 4.42	26. 1.43	22. 5.43	RASC (name unchanged – 1946); scrapped 1958/59.
T.292	RAASAY	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	9.12.41	1. 4.42	16. 9.42	SHEPPEY (ii) (1942), RASC (1946/52); scrapped Plymouth ../3/59.
T.293	WHALSAY	-do-	-do-	9.12.41	4. 4.42	4. 9.42	Portuguese Navy unnamed (P.4 – 43), SANTA MARIA (1946); sold ../4/71 & scrapped.
Ordered 24/7/41							
T.236	BRURAY	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	17. 2.42	1. 6.42	2.12.42	Portuguese Navy unnamed (P.1 – 1943), SAO MIGUEL (1946); scrapped Lisboa .././57.
T.238	FIARAY	Goole Shipbuilding	Amos & Smith (Hull)	6. 2.42	13. 6.42	27. 9.42	Mercantile <i>Atlas</i> (1946), <i>Aris</i> (1955); burnt-out location unknown 25/1/77.
T.239	GRUINARD	J Crown (Sunderland)	C D Holmes (Hull)	30. 4.42	20.11.42	3. 3.43	Portuguese Navy unnamed (P.7 – 1943/44), mercantile <i>President F D Roosevelt</i> (1946), <i>Odin</i> (1950), <i>Evangelistria 11</i> (1956), <i>Penere Niane</i> (1980).
T.237	SCALPAY	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	14. 2.42	2. 6.42	21.10.42	Wreck dispersal vessel (DV.15 – 1946), mercantile (name unchanged – 1947), <i>Sorima</i> (1951); beached Cape Mannu ../8/67.
Ordered 8/8/41							
T.274	ANTICOSTI	Collingwood Ship-yards	Collingwood Ship-yards	9.10.41	1. 4.42	8. 8.42	RCN (1942/45), mercantile <i>Guloy</i> (1946), <i>Barbro</i> (1948), <i>Giuseppina</i> (1953).

T.275	BAFFIN	-do-	-do-	14.10.41	13. 4.42	20. 8.42	RCN (1942/45), mercantile (name unchanged – 1947), <i>Niedermehnen</i> (1952), <i>Kellenhuesen</i> (1965), <i>Kairos</i> (1969), <i>Theoxenia</i> (1971).
T.276	CAILIFF	-do-	-do-	1.12.41	30. 4.42	16. 9.42	RCN (1942/45), mercantile <i>Borgenes</i> (1947).
T.277	CAMPENIA	-do-	-do-	31.12.41	1. 6.42	20.10.42	BOWELL (1942), RCN (1942/45), MISCOU (1942), mercantile <i>Cleveland</i> (1946), <i>Sigurd Hund</i> (1950), <i>Vestfar</i> (1964), <i>Hans Hansen</i> (1971); scrapped ..../8/74.
T.278	CAMPOBELLO	-do-	-do-	12. 1.41	19. 6.42	21.10.42	RCN (1942); foundered North Atlantic 16/3/43.
T.286	DOCHET	G T Davie (Lauzon)	Canadian Bridge (Walkerville)	29.10.41	26. 6.42	13.11.42	Mercantile <i>Catherine</i> (1946), West German Navy EIDER (1954/77); sold
T.287	FLINT	-do-	-do-	29.10.41	14. 7.42	11.12.42	Mercantile <i>Caroline</i> (1946), West German Navy TRAVE (1954/77); sold
T.288	GATESHEAD	-do-	-do-	12.12.41	1. 8.42	11. 5.43	Sold Dutch shipbreaker 28/8/59, arrived Rotterdam ..../59 for scrapping.
T.289	HERSCHELL	-do-	-do-	20. 1.42	9.11.42	29. 5.43	Mercantile <i>Eirikur hin Reidi</i> (1946), <i>Radni</i> (1947); scrapped Nigeria ..../61.
T.284	IRONBOUND	Kingston Shipbuilding	Consolidated Mining & Smelting (Trail)	7.10.41	14. 1.42	5.10.42	Mercantile <i>Turoy</i> (1946), <i>Christina</i> (1949), <i>Korso</i> (1954); mined place unknown 5/11/57.
T.285	LISCOMB	-do-	-do-	7. 1.42	23. 3.42	3. 9.42	RCN (1942/45), mercantile <i>Aalesund</i> (1946), <i>Lars Nyvoll</i> (1967), <i>Jan Mayen</i> (1978).
T.279	MAGDALEN	Midland Shipyards	-do-	10.10.41	7. 3.42	19. 8.42	RCN (1942/45), mercantile <i>Maroy</i> (1946), <i>Cinzia</i> (1951), <i>Sabrina</i> (1958); wrecked near Marsala 10/12/60.
T.280	MANITOULIN	-do-	-do-	25.11.41	23. 4.42	8. 8.42	RCN (1942/45), mercantile <i>Ran</i> (1946), <i>Ran B</i> (1951), <i>Blue Peter II</i> (1951), <i>Blue Bay</i> (1964), <i>William S A Rocha</i> (1965), <i>Queen Patricia</i> (1973), <i>Georges A Rocha</i> (1974).
T.281	PROCHER	-do-	-do-	11.12.41	26. 5.42	27.10.42	PORCHER (1942), RCN (1942/43), RASC (name unchanged – 1947), mercantile <i>Tulipglen</i> (1951); scrapped Belgium ..../10/65.
T.282	PROSPECT	-do-	-do-	12. 3.42	16. 6.42	4.11.42	RASC (name unchanged – 1946), mercantile <i>Tris Ierarchai II</i> (1959), <i>Angelis S</i> (1962), <i>Panagia</i> (1975), <i>Capetan Michalis</i> (1976).
T.283	TEXADA	-do-	-do-	27. 4.42	27. 7.42	17.11.42	Sold Belgian shipbreaker ..../11/46 & scrapped.
Ordered 24/10/41							
T.246	BRORERAY	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12. 3.42	17. 6.42	4.11.42	GWEAL (1942), mercantile <i>Velox</i> (1946).
T.247	NEAVE	-do-	-do-	11. 4.42	16. 7.42	18.11.42	Wreck dispersal vessel (DV.14 – 1946/48), mercantile <i>Tulipbank</i> (1951); scrapped ..../79.
T.248	ULVA	-do-	-do-	14. 4.42	30. 7.42	16.12.42	Mercantile (name unchanged – 1946), <i>Salvo</i> (1946), <i>Plico</i> (1948), <i>Suriname</i> (1950), <i>Anne T William</i> (1951); sold ..../77.
Ordered 1/1/42							
T.273	BARDSEY	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	30. 1.43	17. 7.43	18. 9.43	Wreck dispersal vessel (DV.3 – 1946/..), tank cleaning vessel (A.330 – 1951), mercantile (name unchanged – 1959); scrapped ..../71.
T.271	HAYLING	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	6. 5.42	17. 8.43	31.12.42	Portuguese Navy unnamed (P.3 – 1943/45), TERCEIRA (1946); sold ..../57.
T.272	LUNDY	-do-	-do-	6. 6.42	29. 8.42	15. 1.43	Wreck dispersal vessel (DV.12 – 1946/50), tank cleaning vessel (A.336 – 1957); for sale ..../81.
Ordered 11/4/42							
T.342	FOULNESS	J Lewis (Aberdeen)	J Lewis (Aberdeen)	6.10.42	23. 3.42	30. 6.43	Tank cleaning vessel (A.342 – 1956), mercantile (name unchanged – 1971); scrapped ..../77.
T.344	GRASSHOLM	-do-	-do-	23.11.42	20. 4.43	25. 8.43	Mercantile (name unchanged – 1946), <i>Evangelistria</i> (1955).
Ordered 20/5/42							
T.345	WALLASEA	H Robb (Leith)	Whites Marine Engineering (Hebburn)	21. 8.42	22. 4.43	31. 7.43	Torpedoed German MTB S.... off Mounts Bay 6/1/44.
Ordered 29/5/42							
M.15	SHEPPEY (i)	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	3.11.42	20. 2.43	9. 6.43	Controlled minelayer BLACKBIRD (N.35 – 1942), mercantile <i>Goodmar</i> (1948), <i>Iason</i> (1953); foundered place unknown 13/3/53.
M.22	THORNEY	-do-	-do-	20.11.42	9. 3.43	8. 7.43	Controlled minelayer DABCHICK (N.22 – 1942), RMN PENYU (1954), SRI JOHORE (1958); sold ..../60.
Ordered 7/7/42							
T.341	ANNET	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	21.12.42	25.3.43	19. 6.43	Wreck dispersal vessel (DV.2 – 1946/..), fishery protection vessel ULVA (1958); scrapped Ardrossan 1971/72.
T.350	BRYHER	-do-	-do-	28.12.42	8. 4.43	24. 8.43	Mercantile (name unchanged – 1947), <i>Eskimo</i> (1953), <i>Zero</i> (19..).
Ordered 30/7/42							
T.353	FARNE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	23. 2.43	8. 5.43	20. 8.43	Mercantile (name unchanged – 1946); lost cause & place unknown 28/12/48.

T.354	FLATHOLM	-do-	-do-	23. 2.43	8. 5.43	20. 8.43	Wreck dispersal vessel (DV.9 – 1946/51); sold 31/8/60 & scrapped Antwerp.
T.376	GANILLY	-do-	-do-	3. 3.43	22. 5.43	3. 9.44	Torpedoed German submarine U.310 off Normandie beaches 5/7/44.
T.387	GORREGAN	Ardrossan Dockyard	Whites Marine Engineering (Hebburn)	10. 5.43	30.12.43	16. 6.43	Sold 10/10/57 & scrapped Charlestown.
T.361	LINDISFARNE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12. 3.43	17. 6.43	17. 9.43	Wreck dispersal vessel (DV.11 – 1946/50); sold ../4/58 & scrapped Dover.
T.388	MINCARLO	Ardrossan Dockyard	Whites Marine Engineering (Hebburn)	27. 5.43	28. 3.44	27.10.44	RNN TROMOY (iii) (1944), mercantile <i>Kristianborg</i> (1946), <i>Sverre Hund</i> (1950), <i>Camelia</i> (1961), <i>Oborg</i> (1965), <i>Ellert Star</i> (1974), <i>Panormitis</i> (1977); lost cause & place unknown 1/10/79.
T.352	ST AGNES	J Lewis (Aberdeen)	J Lewis (Aberdeen)	26. 1. 43	19. 5.43	29. 9.43	Mercantile <i>Captain Arsene Blonde</i> (1946), <i>Kristianborg</i> (1948), <i>Thor</i> (1950); foundered place unknown ../3/52.
T.381	SKOMER	-do-	-do-	11. 3.43	17. 6.43	4.11.43	Wreck dispersal vessel (DV.16 – 1946/50), tank cleaning vessel (A.338 – 1956), mercantile <i>Latimer</i> (1979), <i>Lorrimer</i> (1980), <i>Pireefs</i> (1981); scrapped ../1/82.
T.356	STEEPHOLM	-do-	-do-	7. 4.43	15. 7.43	1.12.43	Wreck dispersal vessel (DV.17 – 1946/51); scrapped Antwerp ../6/60.
Ordered 29/8/42							
T.404	BIGGAL	Ferguson (Renfrew)	Ferguson (Renfrew)	24. 2.44	4.12.44	18. 4.45	Mercantile <i>Winston Spencer Churchill</i> (1946), <i>Frankfurt-Main</i> (1950); scrapped Hamburg ../2/61.
T.359	CALDY (ii)	J Lewis (Aberdeen)	J Lewis (Aberdeen)	6. 5.43	31. 8.43	7. 1.44	Wreck dispersal vessel (DV.5 – 1946/50), tank cleaning vessel (A.332 – 1951).
T.362	MINALTO	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	14. 4.43	3. 7.43	5.10.43	Mercantile <i>Lillen</i> (1947), <i>Agricola</i> (1956), <i>Holstentor</i> (1958), <i>Trave</i> (1961), <i>Perna</i> (1964).
T.363	ROSEVEAN	-do-	-do-	15. 4.43	17. 7.43	16.10.43	Mercantile <i>El Reszk</i> (1946); sold ../../56.
Ordered 21/10/42							
T.355	GILLSTONE	Cochrane (Selby)	Amos & Smith (Hull)	24. 4.43	19. 7.43	19.11.43	Mercantile (name unchanged – 1946), <i>Argo</i> (1947), <i>Freedom First</i> (1961), <i>Glenrock</i> (1964), <i>Sea Enterprise</i> (1969), <i>Almirante</i> (1970).
T.360	GRAIN	-do-	-do-	23. 4.43	17. 8.43	10.12.43	Italian Navy unnamed (RD.309 – 1946/65); expended as target ../../65.
Ordered 4/11/42							
T.365	GULLAND	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	30. 4.43	5. 8.43	30.10.43	Mercantile (name unchanged – 1946), <i>Henken</i> (1947), <i>Arab Trader</i> (1950); lost cause & place unknown 13/4/51.
T.382	KITTERN	-do-	-do-	27. 5.43	21. 8.43	13.11.43	Mercantile (name unchanged – 1946), <i>Bonita</i> (1947), <i>Stat</i> (1949), <i>Helen Tola</i> (1950), <i>Stat</i> (1951), <i>D'Vora</i> (1951); beached Fox River 27/12/68.
T.374	MEWSTONE	-do-	-do-	8. 6.43	16. 9.43	26.11.43	Sold ../4/46.
T.376	SKOKHOLM	-do-	-do-	22. 6.43	29. 9.43	10.12.43	Mercantile <i>Skogholm</i> (1946), <i>Hochmeister</i> (1950), <i>Grigorousa</i> (1958), <i>Stelios N</i> (1965), <i>Fenia</i> (1978).
Ordered 13/12/42							
T.377	AILSA CRAIG	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	20. 7.43	16.10.43	24.12.43	Mercantile <i>Veslemoy</i> (1946), <i>Toran</i> (1952); foundered off Langesund Fjord 19/2/55.
T.379	BENBECULA	-do-	-do-	21. 7.43	28.20.43	13. 1.44	HMC&E VIGILANT (1946), hulked as mercantile accommodation ship (1962).
T.380	CROWLIN	-do-	-do-	16. 8.43	15.11.43	28. 1.44	Mercantile <i>Hans Hummelsund</i> (1946), <i>Crowlin</i> (1948), <i>Thermo</i> (1955), <i>Chernomoretz</i> (1960), <i>Axum</i> (1964), <i>Dire Dewa</i> (1977); written-off as constructive total loss ../../77 & scrapped ../../79.
T.366	LONGA	Cochrane (Selby)	-do-	5. 7.43	15.10.43	13. 2.44	Fishery protection vessel (name unchanged – 1946); scrapped Inverkeithing ../../74.
T.375	ORONSAY	-do-	Amos & Smith (Hull)	17. 8.43	30.10.43	13. 3.44	Mercantile <i>Mabrouk</i> (1948); sold ../../58.
T.378	VATERSAY	-do-	-do-	17. 8.43	13.11.43	3. 4.44	Mercantile <i>Vouri</i> (1946), <i>Nam-Viet</i> (1954).
Ordered 20/3/43							
T.383	CALVAY	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	20. 9.43	29.11.43	16. 2.44	Mercantile <i>Wm Fenton</i> (1946); scrapped ../10/75.
T.384	COLSAY	-do-	-do-	21. 9.43	15.12.43	4. 3.44	Torpedoed German midget submarine off Oostende 2/11/44.
T.385	FUDAY	-do-	-do-	1.10.43	1. 1. 44	24. 3.44	Mercantile <i>Simon de Danser</i> (1946), <i>Prof Heincke</i> (1952), <i>Carola</i> (1953), <i>Orion I</i> (1958); sold ../../81.
T.386	GILSAY	-do-	-do-	1.11.43	29. 1.44	12. 4.44	HARRIS (1944), mercantile (name unchanged – 1947), <i>Lyngas</i> (1947), <i>Fort Malbousquet</i> (1950), <i>Sheila Margaret</i> (1952), <i>Ashare</i> (1964); sold ../../64 & scrapped Bombay.
T.389	HANNARAY	-do-	-do-	2.11.43	12. 2.44	3. 5.44	Mercantile <i>Wodan</i> (1947), <i>Isa</i> (1980).
T.390	HASCOSAY	-do-	-do-	19.11.43	28. 3.44	26. 5.44	Mercantile <i>Ypapandi</i> (1947); lost cause unknown en route Alexandroupolis/Piraeus 13/1/52.
Ordered 16/4/43							
T.391	HELLISAY	Cochrane (Selby)	Amos & Smith (Hull)	17.11.43	27. 3.44	17. 7.44	Mercantile <i>Elpis</i> (1947), <i>Elpis II</i> (1954); sold ../../56.

T.392	HERMETRAY	-do-	-do-	17.11.43	11. 4.44	22. 8.44	Mercantile <i>Coimbra</i> (1947), <i>Furka</i> (1952), <i>Nenter</i> (1957), <i>T'Ho</i> (1965); lost cause & place unknown 16/3/76.
J.422	IMERSAY	-do-	-do-	12. 4.44	21. 8.44	8.12.44	Mercantile <i>Michael</i> (1959), <i>Mehmet Aksoy</i> (1969).
J.423	LINGAY	-do-	-do-	12. 4.44	6. 9.44	6. 1.45	Mercantile <i>Tulipdale</i> (1947); scrapped Belgium ../9/65.
J.450	ORSAY	-do-	-do-	7. 9.44	1. 1.45	11. 5.45	Mercantile <i>Antilope</i> (1958); scrapped ../2/75.
J.429	RONAY	-do-	-do-	7. 9.44	15. 2.45	8. 6.45	Sold West of Scotland Shipbreaking 12/3/67, arrived Troon 13/4/67 for scrapping.
M.25	Unnamed	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	23. 2.44	28. 8.44	12.11.44	Controlled minelayer STONECHAT (1944), RCN (1944/46); sold Arnott Young ../../67, arrived Dalmuir ../../67 for scrapping.
M.03	Unnamed	-do-	-do-	15. 5.44	6. 9.44	7.12.44	Controlled minelayer WHITETHROAT (1944), RCN (1944); sold Vancouver ../../67.
J.424	SANDRAY	-do-	-do-	10. 6.44	5.10.44	27.12.44	Sold 15/12/60 for mercantile conversion; scrapped Bruges ../4/62.
J.425	SCARAWAY	-do-	-do-	17. 6.44	22.10.44	14. 1.45	Mercantile <i>Holland</i> (1946), <i>Holland II</i> (1952), <i>Gier</i> (1954); lost cause & place unknown 28/12/74.
J.426	SHILLAY	-do-	-do-	26. 7.44	18.11.44	30. 1.45	Mercantile <i>Frederico Bartoli</i> (1962), <i>Mont Blanc</i> (1966).
J.427	SURSAY	-do-	-do-	25. 8.44	16.12.44	26. 2.45	Sold West of Scotland Shipbreaking 12/3/67, arrived Troon 15/4/67 for scrapping.
J.452	TAHAY	-do-	-do-	26. 8.44	31.12.44	25. 3.45	Sold West of Scotland Shipbreaking ../../63, arrived Troon ../7/63 for scrapping.
J.451	TOCOGAY	-do-	-do-	13. 9.44	7. 2.45	19. 4.45	Mercantile <i>Anna</i> (1958), <i>Elma</i> (1961), <i>Kyriaki</i> (1968), <i>Rino</i> (1974).
J.431	TRODDAY	-do-	-do-	26.10.44	3. 3.45	13. 5.45	Mercantile <i>Nicola Jacovitti</i> (1950), <i>Antonella</i> (1962), <i>Nando</i> (1971), <i>Frai</i> (1975), <i>Hodari</i> (19..).
J.432	VACESAY	-do-	-do-	27.10.44	17. 3.45	29. 5.45	Sold 16/2/67 & left Portsmouth in tow 9/5/68 for scrapping.
J.434	VALLAY	-do-	-do-	22.11.40	10. 4.45	13. 6.45	Sold ../7/59 & scrapped.
J.441	WIAY	-do-	-do-	3. 1.45	26. 4.45	17. 7.45	Mercantile <i>Enrico Carlo</i> (1960); sold ../../62.

Ordered ../7/40

T.152	PAMPANO	Nacional Navegacion de Costiera (Rio de Janeiro)	.....	.....	11. 6.42	11. 6.43	Brazilian Navy MATIAS DE ALBUQUERQUE (1942); sold ../../52.
T.156	PAPATERA	-do-	.....	.....	..... 7.42	11. 6.43	Brazilian Navy FELIPE CAMARAO (1942); sold ../../60.
T.148	PARATI	-do-	.....	.....	11. 6.42	20.11.43	Brazilian Navy FERNANDES VIEIRA (1942); scrapped ../../53.
T.141	PARGO	-do-	.....	.....	26. 8.42	10. 9.43	Brazilian Navy HENRIQUE DIAS (1942); sold ../../60.
T.183	PARU	-do-	.....	.....	.....44	28.10.44	Brazilian Navy BARRETO MENEZES (1942); lost cause & place unknown ../11/54.
T.184	PELEGRIME	-do-	.....	.....	.....43	14. 3.44	Brazilian Navy VIDAL DE NEGREIROS (1942); sold ../../60.

Ordered 15/7/40

T.195	PORTPATRICK	Antonio Monica (Aveiro)	.....	.....	12. 8.41	12.12.42	PROTEST (1942), sold ../6/46 for mercantile conversion.
T.191	PORT ROYAL	-do-	British Auxiliaries (Govan)	.....	14. 7.42	8. 3.43	PROOF (1942), sold ../6/46 for mercantile conversion.
T.190	PORT STANLEY	-do-	-do-	.....	14. 7.42	 5.43	PRONG (1942), mercantile <i>Sjosterk</i> (1946); scrapped Norway ../2/53.
T.194	PORTOBELLO	Maria Bolais Monica (Aveiro)	-do-	.....	2. 4.42	12. 1.43	PROPHET (1942), mercantile <i>Hveld</i> (1946)?
T.196	PORTREATH	-do-	.....	.....	21. 2.43	8. 3.43	PROVOST (1942), PROWESS (1942), mercantile (name unchanged – 1946); wrecked place unknown 4/8/48 & scrapped ../3/54.
T.192	PORTRUSH	Antonio Monica (Aveiro)	British Auxiliaries (Govan)	.....	28. 8.42	9. 1.43	PROPERTY (1942), mercantile (name unchanged – 1946), <i>Vaagnes</i> (1955); expended as breakwater Norway ../../61.

Ordered 19/7/40

T.188	PORT JACKSON	Uniao Fabril (Lisboa)	Uniao Fabril (Lisboa)		12. 4.41	16. 6.42	PRODUCT (1942), repair ship (1943), RHN HERMES (1946); sold ../../73.
T.187	PORTHLEVEN	-do-	-do-		26. 4.41	17. 8.42	PRODIGAL (1942), maintenance ship (1942); sold ../6/46 for mercantile conversion.

Ordered 26/7/40

T.193	PORT NATAL	Uniao Fabril (Lisboa)	Uniao Fabril (Lisboa)		20. 9.41	17. 8.42	PROMISE (1942), mercantile <i>Aldebaran</i> (1946).
T.189	PORTMADOC	-do-	-do-		28. 5.42	16. 6.42	PROFESSOR (1942), mercantile <i>Algenib</i> (1946).
T....	Unnamed	-do-	-do-			 4.42	Completed mercantile <i>Ihla Faial</i> (1942).
T....	Unnamed	-do-	-do-			 5.42	Completed mercantile <i>Ihla Graciosa</i> (1942).

Ordered 31/7/40

T.185	PORTADOWN	Alfeite Dockyard (Lisboa)	Ruston & Hornsby (Lincoln)		23.10.42	21. 4.43	PROCTOR (1942), mercantile <i>Arrabida</i> (1946), <i>Tropico</i> (1979).
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T.186	PORTAFERRY	-do-	-do-	24.10.44	15. 6.43	PROBE (1942), mercantile <i>Polo Norte</i> (1946); lost cause & place unknown 17/9/74?	
T....	Unnamed	-do-				Cancelled ../12/42.	
T....	Unnamed	-do-				Cancelled ../12/42.	
Ordered 20/11/40							
T.218	BIRDLIP	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12. 3.41	9. 7.41	23.12.41	Torpedoed German submarine U.547 off West Africa 13/6/44.
T.219	BUTSER	-do-	-do-	1. 4.41	29. 7.41	16. 1.42	Mercantile <i>Balthazar</i> (1946), <i>Royal Marine</i> (1952); scrapped Troon ../9/63.
Ordered 18/1/41							
T.220	DUNCTON	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	2. 5.41	6. 9.41	11. 2.42	Mercantile <i>Colwyn Bay</i> (1946); scrapped Netherlands ../2/64.
T.221	PORTSDOWN	-do-	-do-	7. 5.41	24. 9.41	4. 3.42	Mercantile <i>Sollum</i> (1946), <i>Hargood</i> (1949), <i>Red Sabre</i> (1955); scrapped Passage West ../12/64.
T.222	YESTOR	-do-	-do-	4. 6.41	21.10.41	10. 4.42	Mercantile <i>Cape Cleveland</i> (1946), <i>Stella Carina</i> (1947), <i>Cape Finisterre</i> (1949), <i>Dragoon</i> (1952); scrapped Troon ../12/66.
Ordered 15/3/41							
T.223	BREDON	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12. 7.41	20.11.41	29. 4.42	Torpedoed German submarine U.521 North Atlantic 8/2/43.
T.224	DUNKERY	-do-	-do-	11. 7.41	4.12.41	29. 5.42	Mercantile <i>Stella Capella</i> (1946); scrapped Blyth ../10/63.
T.225	INKPEN	-do-	-do-	13. 8.41	22.12.41	19. 6.42	Mercantile <i>Spaniard</i> (1946); lost cause & place unknown ../3/49.
Ordered ../../44							
T....	Unnamed	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)			 6.46	Completed mercantile <i>Rubins</i> (1946).
T....	Unnamed	-do-	-do-			 7.46	Completed mercantile <i>St Matthew</i> (1946).
Ordered 18/1/41							
T.226	SIR GALAHAD	Hall Russell (Aberdeen)	A Hall (Aberdeen)	13. 6.41	18.12.41	28. 2.42	Mercantile <i>Star of Freedom</i> (1946), <i>Robert Limbrick</i> (1956); wrecked Ardmore Bay 5/2/57.
T.227	SIR GARETH	-do-	Hall Russell (Aberdeen)	17. 6.41	19. 1.42	29. 4.42	Mercantile <i>Star of the East</i> (1946), <i>Milford Star</i> (1958), <i>Rudlias</i> (1964); scrapped Passage West ../3/66.
Ordered 21/1/41							
T.228	SIR LANCELOT	J Lewis (Aberdeen)	J Lewis (Aberdeen)	17. 7.41	4.12.41	26. 3.42	Mercantile (name unchanged – 1946), <i>Hair-ed-din-Barbarosso</i> (1962).
T.229	SIR TRISTRAM	-do-	-do-	2. 9.41	17. 1.42	15. 5.42	Sold ../4/46 for mercantile conversion.
Ordered 15/3/41							
T.230	SIR AGRAVAINE	J Lewis (Aberdeen)	J Lewis (Aberdeen)	13.10.41	5. 3.42	12. 6.42	Mercantile (name unchanged – 1946), <i>Utheim</i> (1954), <i>Federal</i> (1971); foundered 80nm off Krakemeset 24/7/73.
Ordered 13/6/41							
T.240	SIR GERAINT	J Lewis (Aberdeen)	J Lewis (Aberdeen)	20.11.41	15. 4.42	10. 7.42	Mercantile <i>Star of the South</i> (1946), <i>Haven Star</i> (1958); scrapped Dublin ../7/64.
Ordered 24/7/41							
T.241	SIR KAY	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	27. 2.42	26.10.42	8. 2.43	Mercantile <i>Star of the North</i> (1946), <i>Robert Croan</i> (1956); scrapped Grangemouth ../12/61.
Ordered 22/8/41							
T.242	SIR LAMORAK	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	27. 2.42	23.11.42	8. 3.43	Mercantile <i>Braconbank</i> (1946), <i>Bracon</i> (1954).
Ordered 27/2/41							
T.231	BONITO	Cochrane (Selby)	C D Holmes (Hull)	11. 7.41	8.10.41	9. 4.42	Mercantile <i>Blaefell</i> (1946), <i>Benjamin Gelcer</i> (1956); scuttled South Africa ../2/67.
T.232	WHITING	-do-	-do-	28. 7.41	22.10.41	8. 5.42	Mercantile <i>Burfell</i> (1946); scrapped Sunderland ../6/60.
Ordered 13/6/41							
T.243	GRAYLING	Cochrane (Selby)	Amos & Smith (Hull)	23.10.41	4. 3.42	4. 7.42	Mercantile <i>Barry Castle</i> (1946); lost cause & place unknown 1/11/55.
M.82	MACKEREL	-do-	-do-	10.41	 3.42	7.12.42	Controlled minelayer CORNCRAKE (1942); M.55 foundered stress of weather North Atlantic 25/1/43.
Ordered 17/12/41							
T.311	MULLET	Cochrane (Selby)	Amos & Smith (Hull)	14. 5.42	14. 8.42	4.11.42	Mercantile <i>Neath Castle</i> (1946); scrapped Dunston ../../60.
M.31	TURBOT	-do-	-do-	18. 5.42	28. 8.42	10. 1.43	Controlled minelayer REDSHANK (1942); sold T Young ../../57, arrived Sunderland 9/5/57 for scrapping.
Ordered 17/4/42							
T.306	BREAM	Cochrane (Selby)	Amos & Smith (Hull)	31. 8.42	10.12.42	2. 4.43	Mercantile <i>Valafell</i> (1946); scrapped UK ../../60.
T.307	HERRING	-do-	-do-	1. 9.42	24.12.42	15. 4.43	Lost collision North Sea 22/4/43.
Ordered 2/6/42							
T.368	GRILSE	Cochrane (Selby)	Amos & Smith (Hull)	24.12.42	6. 4.43	5. 7.43	Mercantile <i>Swansea Castle</i> (1946); sold T Young ../../60, arrived Sunderland 10/6/60 for scrapping.

T.347	POLLOCK	-do-	-do-	28.12.42	22. 4.43	26. 7.43	Mercantile <i>Cardiff Castle</i> (1946), <i>Julia Brierley</i> (1952); scrapped Belgium ../10/61.
Ordered 7/2/42							
T.334	GRENADIER	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	13. 6.42	26. 9.42	10. 2.43	Mercantile <i>Isernia</i> (1946); scrapped Hendrik-Ido-Ambacht ../1/66.
T.335	LANCER	-do-	-do-	3. 7.42	26.10.42	26. 2.43	Mercantile <i>Stella Orion</i> (1946); wrecked near Maaloy 7/11/55.
T.336	SAPPER	-do-	-do-	10. 8.42	11.11.42	19. 3.43	Mercantile <i>Cape Gloucester</i> (1946), <i>Admetus</i> (1956); scrapped Belgium ../5/66.
Ordered 16/4/42							
T.337	COLDSTREAMER	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12. 8.42	10.12.42	9. 4.43	Mercantile <i>Esquimaux</i> (1946), <i>Dunsley Wyke</i> (1956); scrapped ../2/67.
T.305	FUSILIER	-do-	-do-	12. 9.42	23.12.42	30. 4.43	Mercantile <i>Serron</i> (1946); scrapped Grays ../1/65.
Ordered 28/5/42							
T.304	BOMBARDIER	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	13.10.42	23. 1.43	15. 3.43	Mercantile <i>Norman</i> (1946); wrecked south-east coast of Greenland 4/10/52.
Ordered 20/3/43							
T.393	GUARDSMAN	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	28. 1.44	7. 6.44	27. 8.44	Mercantile <i>Thuringia</i> (1946); scrapped Dunston ../10/66.
T.394	HOME GUARD	-do-	-do-	17. 2.44	8. 7.44	19. 9.44	Mercantile <i>Loyal</i> (1946); scrapped Belgium ../7/66.
T.395	ROYAL MARINE	-do-	-do-	30. 3.44	22. 7.44	30.10.44	Mercantile <i>Sisapon</i> (1946); scrapped Belgium ../../67.
Ordered ../../44							
T....	Unnamed	Cochrane (Selby)	C D Holmes			 3.46	Completed mercantile <i>St Mark</i> (1946), <i>Cape Trafalgar</i> (1947), <i>Auburn Wykes</i> (1955).
T....	Unnamed	-do-	Amos & Smith (Hull)	.....	.....	..... 3.46	Completed mercantile <i>St Bartholemew</i> (1946), <i>Stella Arcturus</i> (1946).
T....	Unnamed	-do-	-do-	.....	.....	..... 4.46	Completed mercantile <i>Northella</i> (1946), <i>Stella Canopus</i> (1948).

Auxiliary Patrol Trawlers, Whalers and Drifters

Trawler conversion: ADRIATIC.

One 1pdr, three .303in AA machine (3×1) guns: complement ...

Drifter conversion: ANCRE ESPERANCE.

One 1pdr, one .303in AA machine gun: complement ...

Trawler conversion: ANDRÉ MONIQUE.

One 1pdr, three .303in AA machine (3×1) guns: complement ...

Trawler conversion: ANDRONIE-CAMIEL.

One 1pdr, four .303in AA machine (1×2/2×1) guns: complement ...

Trawler conversion: CHANDBALI.

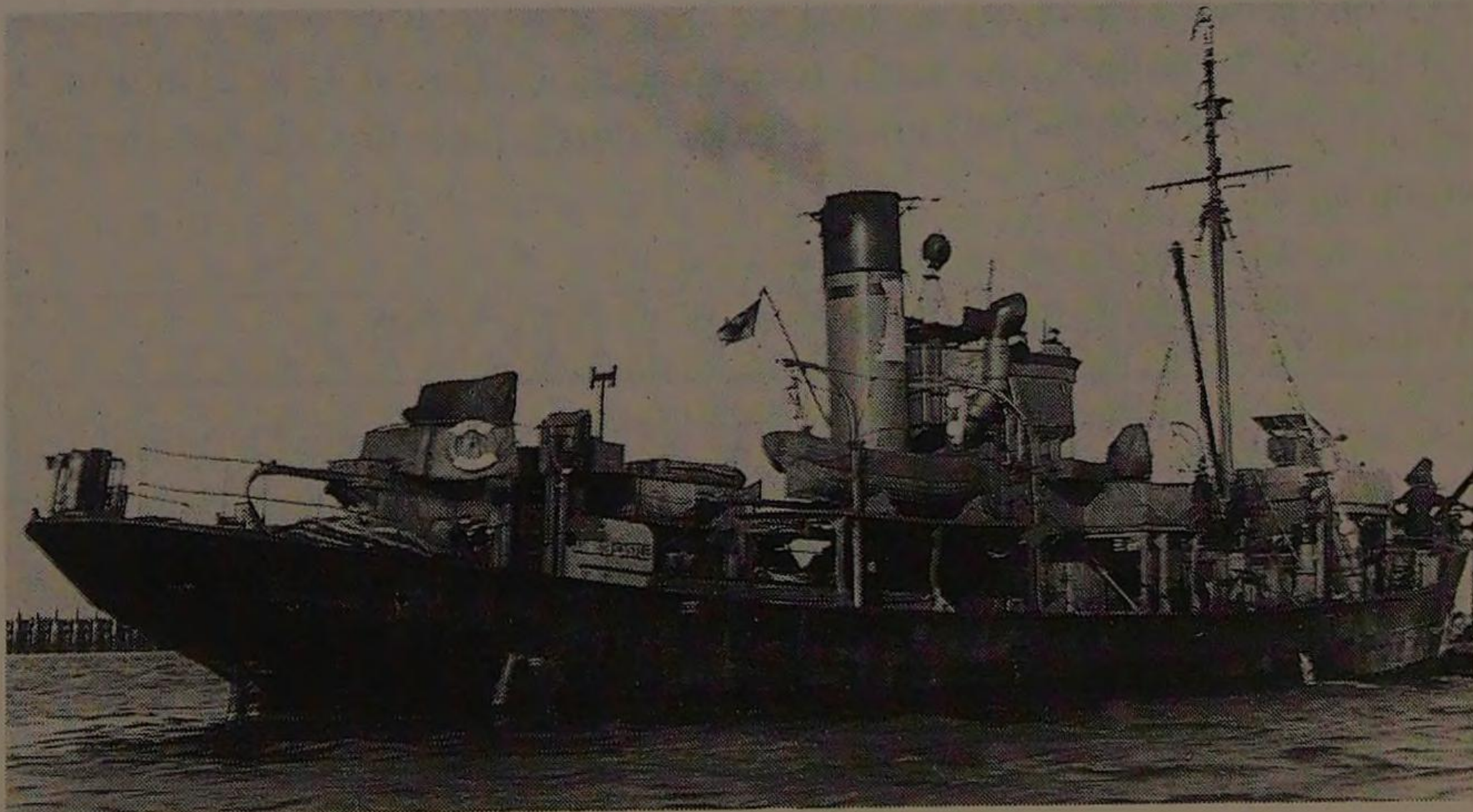
Port Arthur. 362 tons gross: 145¼ (pp)/..... (oa) × 23½ × 11¾d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 12¾in: 21½in:35in × 24in stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): guns: complement ...

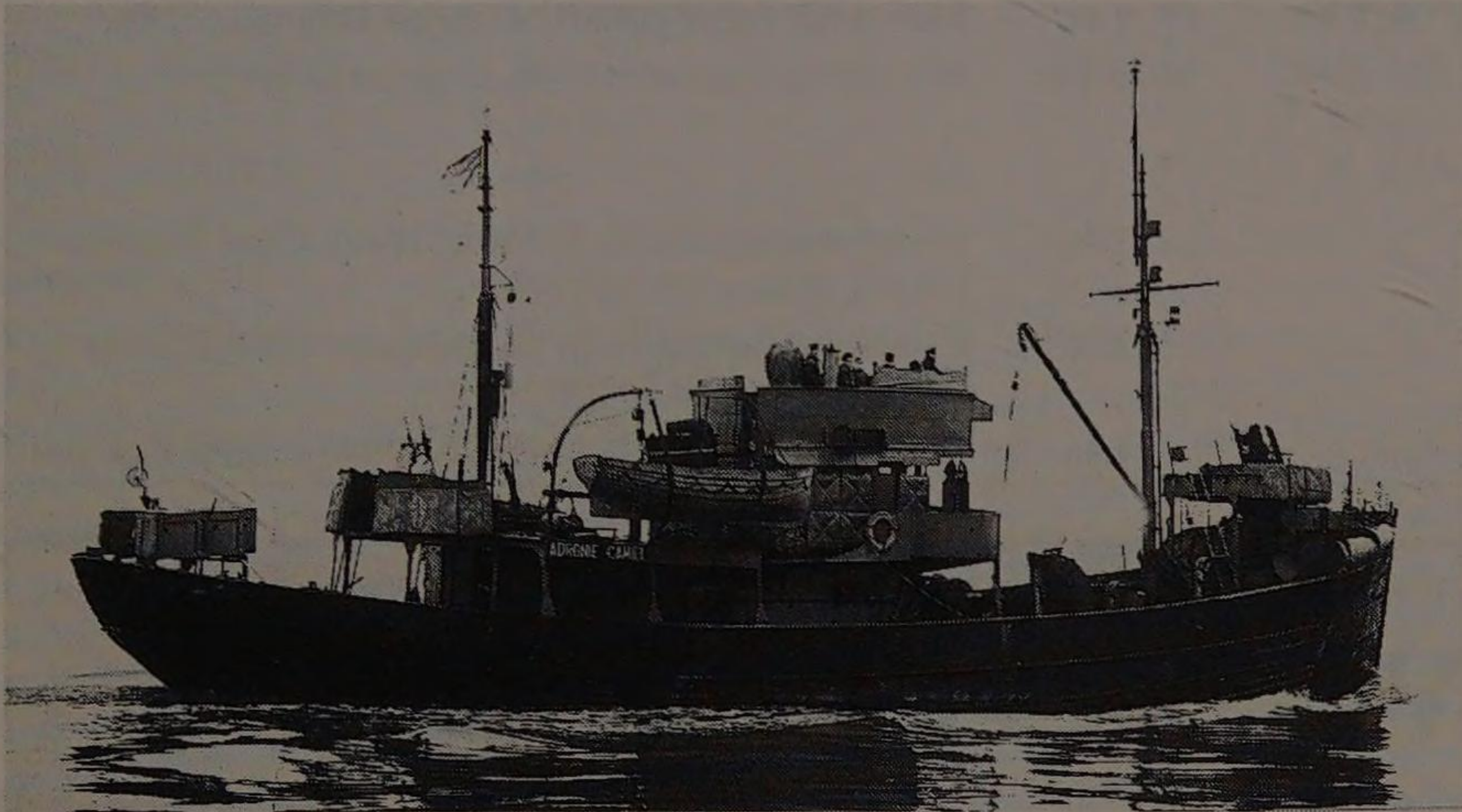
Trawler conversion: COMMANDER EVANS.

344 tons gross: 140¼ (pp)/150 (oa) × 24 × 14d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13¼in:23in:37in × 27in stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): one 4in gun: complement ...



Above: The ex-Belgian MFV *Adriatic* was first engaged in auxiliary patrol work—for which she was armed with one 3pdr, and three .303in AA machine (3×1) guns—but was later transferred to the examination service. (IWM)
Below: The *Amroth Castle* was first employed as an auxiliary patrol, and then as a minesweeping, trawler; and was armed with a 12pdr AA gun forward, twin .303in AA machine guns in each wing of the lower bridge, and a twin .5in AA Vickers machine gun aft. (IWM)





Top left: The ex-Belgian MFV *Ancre Esperance* was armed with a 3pdr gun forward, a twin .303in machine gun aft, and a Holman projector at the stern when engaged on auxiliary patrol work. (IWM)
Top right: The ex-Belgian *André Monique* was armed with a 3pdr and three .303in AA Hotchkiss machine (3×1) guns when employed as as auxiliary patrol trawler. (IWM)
Above left: The ex-Belgian MFV *Andronie-Camiel* was armed with a 3pdr and

four .303in AA machine (1×2 and 2×1) guns when engaged in auxiliary patrol work. (IWM)
Above right: The trawler *Ocean Brine* first served as a boom defence vessel before being used for auxiliary patrol work. She was armed with a 12pdr AA gun forward, a .303in AA Hotchkiss machine gun in each wing of the lower bridge, and a 20mm AA gun aft; and an open upper bridge and searchlight was added over the wheelhouse. (IWM)

Trawler conversions: COMMANDER HOLBROOK, COMMANDER HORTEN.

227 tons gross: 112¼ (pp)/..... (oa) × 22½ × 13¼d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 10in:16¾in:28in × 24in stroke) IHP 400 = 10½ knots, coal tons (.....nm @...k): one 4in gun: complement ...

Trawler conversion: COMMANDER NASMITH.

243 tons gross: 115¼ (pp)/..... (oa) × 22½ × 13¾d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 12in:21in:34in × 24in stroke) IHP 500 = 10½ knots, coal tons (.....nm @...k): one 4in gun: complement ...

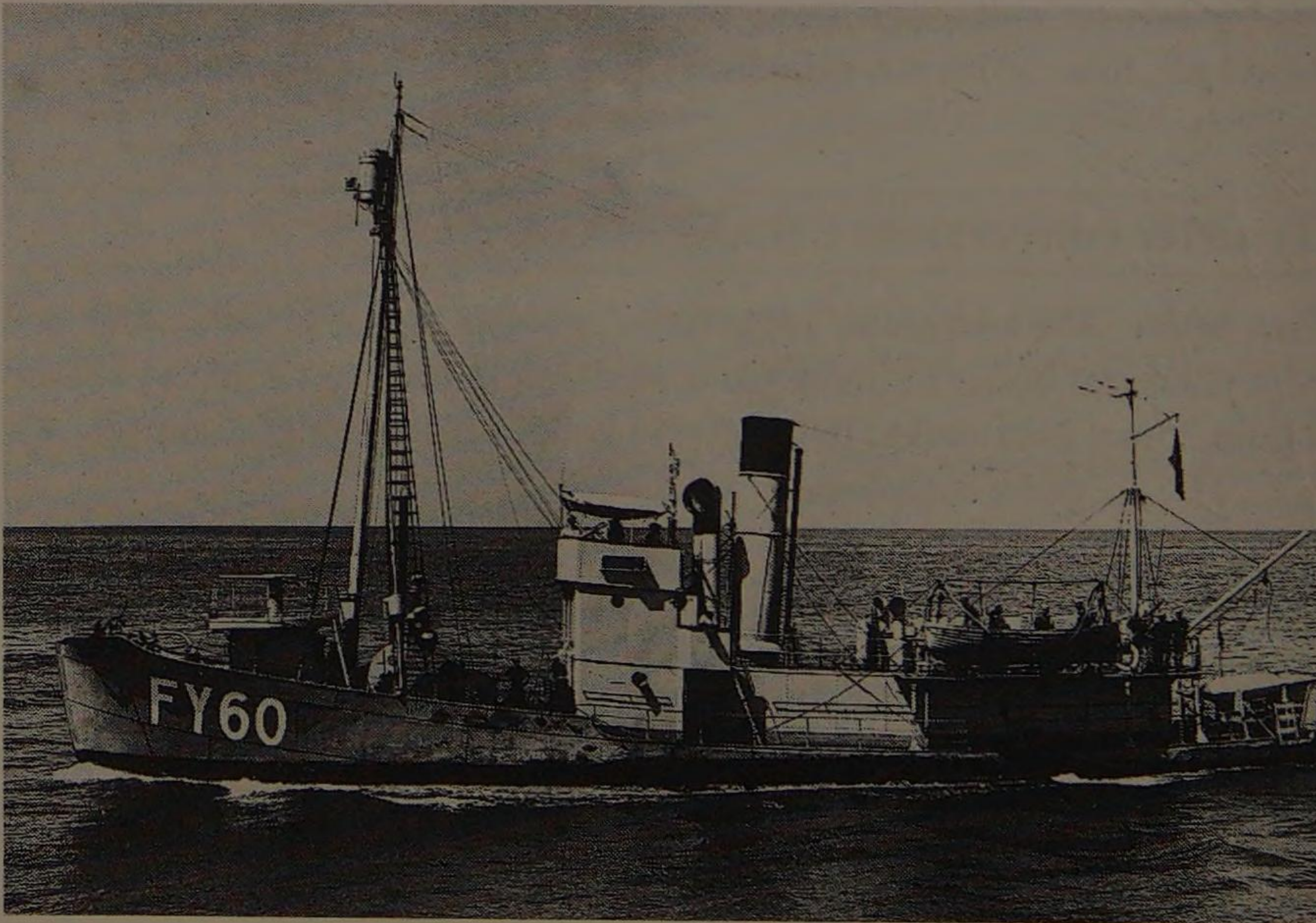
Whaler conversions: HEKTOR 1, HEKTOR 2.

247 tons gross: 115½ (pp)/..... (oa) × 23 × 13¼d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 13½in:22in:37½in × 24in stroke) IHP 500 = 10½ knots, O.F. tons (.....nm @ ...k): guns: complement ...

Right: An early war view of the whaler *Sambhur*, first engaged on auxiliary patrol work, and then minesweeping; and armed with a 3pdr gun. (IWM)

Trawler conversion: HONNINGSVAAG.

487 tons gross: 170 (pp)/..... (oa) × 27¼ × 13½d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 350mm:550mm:900mm × 640mm stroke) + Bauer-Wach exhaust turbine IHP + SHP ... = ... knots, coal tons (.....nm @ ...k): guns: complement ...



Trawler conversion: OCEAN BRINE.

One 12pdr AA, one 20mm AA, two 303in AA machine (2×1) guns: complement...

Right: The auxiliary patrol trawler *Sanson* was armed with one 12pdr AA, one 20mm AA, and two 303in AA machine (2×1) guns; and incorporated the standard additions of open upper bridge with searchlight, and a short mainmast stepped on the fore side of the funnel. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../../39					
.....	CHANDBALI	Port Arthur Shipbuilding	Port Arthur Shipbuilding	19	RIN; returned ../../43.
Requisitioned ../8/39					
FY.904	FRIARAGE	.....	.....	.....30	Returned 29/12/45.
Requisitioned 26/8/39					
4.122	CAPE BARRA-COUTA	.....	.....	.....30	Minesweeper (1940).
4.124	CHALCEDONY	.....	.....	.....28	Minesweeper (1940).
FY.594	DAGON	.....	.....	.....20	Returned 13/10/39.
.....	OCEAN LASSIE ex-Typhoon	Port Arthur Shipbuilding	.....	22. 5.19	Mined off Harwich 4/6/40.
Requisitioned 28/8/39					
.....	BYDAND	.....	.....	.....	Ferry service (19...).
Requisitioned ../9/39					
FY.1857	CHASSIRON	.....	.....	.....13	Minesweeper (19...).
Requisitioned 3/9/39					
.....	COMRADES	.....	.....	.....28	Tug (19...).
.....	FAITHFUL STAR	.....	.....	.....27	Harbour service (19...).
Requisitioned 4/9/39					
FY.1884	LORD KEITH	Goole Shipbuilding	W Burrell (Great Yarmouth)	 9.30	Returned 17/12/45.
Requisitioned 5/9/39					
.....	FAIR BREEZE	.....	.....	.....25	Lost collision off Dunkerque 1/6/40.
Requisitioned ../10/39					
.....	BERU	.....	.....	.....11	Returned ../2/40.
.....	LOCH INVER	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 2.30	Mined off Harwich 24/9/40.
Requisitioned 21/10/39					
.....	BOY JERMYN ex-Cumulus	Colby (Lowestoft)	.....	19. 9.18	Returned 1/12/39.
Requisitioned 1/11/39					
.....	GALLINULE	.....	.....	.....08	Returned 16/1/40.
Purchased ../11/39					
FY.551	FIDGET ex-Formidable	.....	.....	.....17	Air/sea rescue service (19...).
FY.544	GWENLLIAN	Smiths Dock (Middlesbrough)	W V V Lidgerwood (Glasgow)	 5.11	Minesweeper (1940).
FY.593	LIBRA (i)	Dundee Shipbuilding	MacColl & Pollock (Sunderland)	 5.12	Minesweeper (1940).
FY.1800	LIBYAN	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12.13	Minesweeper (1940).
Requisitioned ../11/39					
.....	AN.2	.....	.....	.....26	Mined off Falmouth 8/11/40.
.....	ANSON	.....	.....	.....05	Water boat COCKADE (1941), STOCKADE (1944); returned 18/8/46.
FY.576	BELLONA (i)	.....	.....	.....07	EGERIA (1940), danlayer (19...).
FY.807	BEN TORC	.....	.....	.....15	Minesweeper (19...).
FY.898	CLIFTON	.....	.....	.....15	Minesweeper (19...).
.....	CORTINA	.....	.....	.....13	Minesweeper (19...).
FY.1626	DESIRE (i)	.....	.....	.....08	ROSA (1940); lost cause unknown the Clyde 11/9/43 & written-off as constructive total loss, scrapped ../4/44.
FY.851	DRUMMER BOY	.....	.....	.....16	Minesweeper (19...).
FY.852	EARL ESSEX	.....	.....	.....14	Minesweeper (19...).
FY.878	EXYAHNE	.....	.....	.....14	Minesweeper (1940).
FY.868	FENTONIAN	.....	.....	.....12	Minesweeper (1940).
FY.587	FEZENTA	.....	.....	.....14	Minesweeper (1940).
FY.865	GAROLA	Cochrane (Selby)	C D Holmes (Hull)	 4.12	Minesweeper (1940).
FY.777	MARANO ex-Princess Victoria	-do-	Cooper & Greig (Dundee)	 9.16	Minesweeper (1940).

Requisitioned 8/11/39

.....	BOY ROY	.....	.....	.....11	Bombed German aircraft off Dunkerque 28/5/40 & beached.
.....	GERVAIS REN- TOUL	.....	.....	.....17	Harbour service (19...).
.....	GIRL PAMELA	.....	.....	.....12	Lost collision off Dunkerque 29/5/40.

Requisitioned 9/11/39

.....	FORECAST			39	Lost unknown cause Greenock 10/4/44, salvaged & scrapped/7/44.
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Requisitioned 14/11/39

.....	LORD HOWARD			17	Lost collision Dover 24/12/40.
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Requisitioned 16/11/39

4.52	ALFREDIAN			13	Minesweeper (19...).
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Requisitioned 24/11/39

FY.1516	EVENING PRIMROSE			11	Returned 17/4/46.
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FY.1518	JOHN ALFRED			13	Returned 1/3/46.
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Requisitioned 25/11/39

.....	ALEX HASTIE			14	Returned 17/2/40.
FY.931	AURILIA			14	Harbour service (19...).
.....	BELLDOCK	.....	.....	.....17	Returned 1/2/40.
FY.774	BERENGA	.....	.....	.....17	Barrage balloon vessel (19...).
.....	CELTIA	.....	.....	.....07	Returned 19/1/40.
.....	CLAIRE	.....	.....	.....07	Returned 6/2/40.
FY.1859	DARWEN	.....	.....	.....16	Minesweeper (19...).
FY.813	IMPERIA	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	11.12	Boom defence vessel (1940).
FY.896	LOCH ESK <i>ex-Daniel Stroud</i>	A Hall (Aberdeen)	A Hall (Aberdeen)	 1.12	Returned 21/5/40.
.....	MEDIAN	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 7.19	Returned 8/2/40.
4.364	OCEAN BRINE <i>ex-Linn o' Dee</i>	Hawthorns (Leith)	Hawthorns (Leith)	11.15	Returned 29/11/44.

Requisitioned 26/11/39

.....	BOREAS (ii)	.....	.....	.....07	CUCKOO (1939); returned 7/2/40.
4.11	GAVA	A Hall (Aberdeen)	A Hall (Aberdeen)	10.20	Minesweeper (1942).
.....	NUBIA	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 8.03	WEAZEL (1940); returned 6/2/40.

Requisitioned 27/11/39

.....	BRACONLYNN	.....	.....	.....13	Returned 12/2/40.
FY.730	CALDY (i)	.....	.....	.....08	Minesweeper (19...).
FY.775	CALVERTON	.....	.....	.....13	Minesweeper (19...).
FY.1919	CONGRE	.....	.....	.....18	Esso (19...).
.....	CONQUISTADOR	.....	.....	.....15	Minesweeper (19...).
FY.846	DELPHINUS	.....	.....	.....06	Minesweeper (19...).
FY.853	EMILION	.....	.....	.....14	Minesweeper (1940).
FY.880	FLYING WING	.....	.....	.....15	Minesweeper (1941).
FY.881	GLATIAN	Cochrane (Selby)	Great Central Co-op Engineer- ing & Shiprepairing (Grimsby)	 8.13	Damaged cause & place unknown ..../5/43 & written-off as constructive total loss.
FY.1968	GOLDEN SUN- BEAM <i>ex-Flutter</i>	J Chambers (Oulton Broad)	.....	.....20	Collision mercantile <i>Lynch</i> off Dungeness 19/8/43.
.....	GOOSANDER	Smiths Dock (Middlesbrough)	MacColl & Pollock (Sunder- land)	 1.08	Esso (1943).
.....	HOLYROOD	Cochrane (Selby)	C D Holmes (Hull)	 6.14	Returned 9/2/40.
.....	IRANIAN	Cook, Welton & Gemmell (Beverley)	-do-	 1.13	Returned 15/12/39.
.....	KINGSWAY	-do-	Amos & Smith (Hull)	 1.05	Returned 5/2/40
FY.818	LAPWING	Cochrane (Selby)	Great Central Co-op Engineer- ing & Shiprepairing (Grimsby)	 8.04	Returned 26/1/40.
FY.859	LEO	-do-	-do-	 1.05	Returned 15/2/40.
FY.819	LEONORA	-do-	-do-	 6.04	Tender (1940).
FY.776	LUDA LORD <i>ex-Margaret Duncan</i>	Cochrane (Selby)	C D Holmes (Hull)	 4.13	Minesweeper (1940).
.....	MARLBOROUGH	-do-	-do-	10.07	Returned 3/1/40.
FY.1935	MARY A HASTIE	A Hall (Aberdeen)	A Hall (Aberdeen)	 8.30	Minesweeper (1941).
.....	NAIRANA (i)	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	11.13	Returned 1/2/40.
.....	NORTHWARD	Cochrane (Selby)	C D Holmes (Hull)	 2.06	Returned 21/5/40.
FY.911	OCEAN SCOUT	.....	.....	.....13	Torpedo recovery vessel (1940).

Requisitioned 28/11/39					
.....	BEATHWOOD	.....	.....	.....12	Returned 2/2/40.
FY.1992	EILEEN EMMA	.....	.....	.....14	Returned 28/11/39.
FY.729	INVERFORTH	Cochrane (Selby)	C D Holmes (Hull)	 2.14	Minesweeper (1940).
	<i>ex-Jacinth</i>				
FY.1508	MARE	.....	.....	.....11	Returned 12/10/45.
FY.760	NEW COMET	A Hall (Aberdeen)	A Hall (Aberdeen)	 3.15	Minesweeper (1940).
Requisitioned 29/11/39					
.....	ATHELSTAN	.....	.....	.....11	Returned 20/1/40.
.....	BARBADOS	.....	.....	.....05	Esso (1944).
.....	BOMBAY (i)	.....	.....	.....07	Returned 17/2/40.
FY.791	CAYRIAN	.....	.....	.....11	Minesweeper (19...).
FY.996	CEDRIC	.....	.....	.....06	Barrage balloon vessel (19...).
.....	CLEOPATRA II	.....	.....	.....07	TEAZER (i); returned 7/2/40.
FY.833	CONISTON	.....	.....	.....04	Returned 6/2/40.
.....	CONWAY	.....	.....	.....04	Returned 7/2/40.
.....	DESIREE	.....	.....	.....12	Minesweeper (19...).
.....	ERILLUS	.....	.....	.....14	Returned 22/1/40.
.....	GADRA	.....	.....	.....09	Returned ../1/40.
.....	LORD CECIL	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 3.16	Returned 29/3/40.
.....	LUDA LADY	Cochrane (Selby)	C D Holmes (Hull)	 9.14	Minesweeper (1940).
	<i>ex-Elmo, ex-Mena</i>				
FY.1971	NETSUKIS	.....	.....	.....13	Torpedo recovery vessel (1943).
Requisitioned 30/11/39					
.....	BUCENTAUR	.....	.....	.....07	Returned 7/2/40.
.....	CARMANIA II	.....	.....	.....36	AMBROSE (1940); returned ../12/45.
.....	CASTLETON	.....	.....	.....04	Returned 6/2/40.
.....	DAFFODIL	.....	.....	.....07	Harbour service (19...).
FY.1994	GOLDEN GIFT	.....	.....	.....10	Lost collision Oban 6/4/43.
FY.780	LORD NORTH-CLIFFE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 3.16	Barrage balloon vessel (1940).
.....	MIDAS	.....	.....	.....10	Lost collision off Dungeness 3/2/41.
Requisitioned 1/12/39					
.....	EVESHAM	.....	.....	.....15	Returned ../4/46.
4.431	MIKASA	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 4.15	Returned 1/2/40.
Requisitioned 2/12/39					
FY.1529	EVERTON	.....	.....	.....15	Danlayer (19...), auxiliary patrol (19...); returned 16/3/46.
Requisitioned 3/12/39					
FY.1975	GIRL ELLEN	.....	.....	.....14	Harbour service (19...).
Requisitioned 4/12/39					
.....	CITY OF ABER-DEEN	.....	.....	.....98	Returned 18/1/40.
Requisitioned 6/12/39					
.....	APPLE TREE	.....	.....	.....07	Lost by collision Oban 15/10/40.
FY.1950	GEORDIE	.....	.....	.....11	Harbour service (19...).
FY.1978	OCEAN SPRAY	.....	.....	.....12	Harbour service (19...).
Requisitioned 7/12/39					
FY.1988	BRACKENDALE	.....	.....	.....16	De-gaussing vessel (19...).
Requisitioned 9/12/39					
FY.1961	BOY JOHN	.....	.....	.....14	Minesweeper (!9...).
Requisitioned 10/12/39					
FY.1999	GIRL WINIFRED	.....	.....	.....12	Harbour service (19...).
Requisitioned 20/12/39					
FY.287	CRAIG ROY	.....	.....	.....18	Returned 12/10/45.
	<i>ex-Billow</i>				
.....	MANX PRINCE	Cochrane (Selby)	C D Holmes (Hull)	 6.10	Minesweeper (1940).
Requisitioned 21/12/39					
FY.351	GUIDING LIGHT	.....	.....	.....11	Minesweeper (19...).
Purchased .././40					
.....	GEMMA	Canadian Car & Foundry (Fort William)	Chicago Marine Iron Works	18	Minesweeper (19...).
Requisitioned ../1/40					
4.447	CONTROLLER	.....	.....	.....13	Barrage balloon vessel (19...).
4.243	CORNELIAN (ii)	.....	.....	.....17	FORFEIT (1940), tug (19...).
Requisitioned ../1/40					
FY.1719	DESTINN	.....	.....	.....14	Minesweeper (19...).
.....	JUBILEE	.....	.....	.....	Returned 17/5/41.
Requisitioned 7/1/40					
4.157	EBOR ABBEY	.....	.....	.....11	Returned 30/9/46.

Requisitioned 8/1/40

FY.337 COPIOUS J Chambers (Oulton Broad) 3.12.19 A/S (19...).

ex-Current

..... FAIR WEATHER J & G Forbes (Sandhaven)18 Returned 3/12/45.

Requisitioned 21/2/40

..... LOCH ASSATER J Duthie Torry (Aberdeen) J Abernethy (Aberdeen) 9.10 Mined off east coast of Scotland 22/3/40.

Requisitioned 5/3/40

..... CORUSCATION10 Returned 1/3/46.

FY.1597 MAJESTY08 Returned 5/9/46.

Requisitioned 28/3/40

FY.53 BOY ANDREW J Lewis (Aberdeen) 11.11.18 Lost collision Firth of Forth 9/11/41.

ex-Sunburst

..... CASTLE STUART10 Hospital service (19...).

Captured ../4/40

4.277 HONNINGSVAAG Deutsche Schiffe & Maschinen- Deutsche Schiffe & Maschinen-40 Returned Norway ../46.

ex-Malangen

bau (Wesermünde)

bau (Wesermünde)

Purchased ../4/40

FY.1634 JENNIFER27 Paid-off ../41.

ex-Braemar

Requisitioned ../4/40

..... EMBRACE07 Wrecked Loch Aish 2/8/40.

4.320 NORDKAPP37 Returned ../45.

Requisitioned 4/4/40

..... JOCELYN15 Harbour service (19...).

Requisitioned 9/4/40

..... FAVOUR08 Returned 27/6/46.

Requisitioned 10/4/40

..... CONVALLARIA A Hall (Aberdeen) 18.10.19 Harbour service (19...).

ex-Salvian, ex-

Watershed

Requisitioned 13/4/40

..... CASTLEROCK04 Returned ../9/45.

Requisitioned 17/4/40

FY.1925 OCEAN RETRIE-12 Mined Thames estuary 22/9/43.

VER

Purchased 19/4/40

..... ACRASIA Beliard & Crighton (Oostende) Humboldt Deutzmotoren31 Harbour service (19...).

ex-Moed en Werk,

ex-Jean-Antoine,

ex-Belle-Teste, ex-

Annie Madeleine

Requisitioned 24/4/40

FY.1933 CONSTANT12 Returned ../45.

4.10 FRIEND

FY.1947 OCEAN TOILER15 Returned ../1/46.

Requisitioned 1/5/40

FY.1918 OCEAN TREAS-13 Returned 8/3/46.

SURE

Requisitioned ../5/40

..... DUNGENESS14 Bombed German aircraft off coast of Norfolk 15/11/40.

Re-requisitioned ../5/40

4/77 GLEN KIDSTON Cochrane (Selby) C D Holmes (Hull) 5.30 Returned 20/7/45.

Requisitioned 15/5/40

..... KING HENRY Schofield, Hagerup & Doughty Muir & Houston (Glasgow) 5.00 Bombed German aircraft off Lowestoft 13/6/41.

(Grimsby)

Requisitioned 18/5/40

..... FAIR HAVEN Courtney (Lymington) 11. 3.20 Foundered North Atlantic 5/9/44.

ex-Maelstrom

Requisitioned 21/5/40

4.27 MILL WATER Colby (Lowestoft) 2. 9.18 Returned 14/2/46.

ex-Timor, ex-

Columbine, ex-

Black Frost

Requisitioned 22/5/40

..... FEAR NOT08 Harbour service (1942).

Requisitioned 27/5/40

4.131 DHOON15 Minesweeper (19...).

4.134 EDWINA15 Minesweeper (1941).

4.138 JACINTA Cochrane (Selby) C D Holmes (Hull)12.15 Minesweeper (1942).

..... LADY SHIRLEY Cook, Welton & Gemmell -do- 4.37 Anti-submarine (1941).

(Beverley)

Requisitioned 28/5/40

4.152	BUSH	.....	.....	.....08	Returned 27/9/46.
4.163	CAULONIA	.....	.....	.....12	Minesweeper (19...).
.....	COMMANDER HORTEN	.....	.....	.....14	Returned ..11/40.
4.146	GREAT ADMIRAL	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	... 2.08	Returned 29/6/45.
FY.1650	HEKLA	Cochrane (Selby)	-do-	 9.29	Minesweeper (1940).

Requisitioned 29/5/40

4.196	DALE CASTLE	.....	.....	.....09	Tug (19...).
4.159	ELECTRA II	.....	.....	.....04	Boom defence vessel (1944).
4.70	FRANC TIREUR	.....	.....	.....16	Minesweeper (1941).

Requisitioned 30/5/40

.....	CAPE FINIS- TERRE	.....	.....	.....39	Bombed German aircraft off Harwich 2/8/40.
.....	COBBERS	.....	.....	.....19	Bombed German aircraft North Sea 3/3/41.
4.106	NORLAND <i>ex-Prefect</i>	Cochrane (Selby)	Great Central Co-op Engineer- ing & Shiprepairing (Grimsby)	 1.16	Minesweeper (1943).

Requisitioned 31/5/40

4.177	AVON	.....	.....	.....07	Returned 31/12/41.
.....	ETRURIA	.....	.....	.....30	Boom defence vessel (1940).
.....	GLACIER <i>ex-Magnolia, ex- King Frederik III, ex-Kong Frederik III</i>	Cook, Welton & Gemmell (Beverley)	Great Central Co-op Engineer- ing & Shiprepairing (Grimsby)	 8.09	Harbour service (19...).

4.169	LOMBARD	Cochrane (Selby)	Amos & Smith (Hull)	 9.09	Minesweeper (1942).
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Requisitioned 1/6/40

4.153	CAMPINA			13	Mined off Holyhead 22/7/40.
4.07	LACERTA	Cochrane (Selby)	Amos & Smith (Hull)	 6.11	Minesweeper (1942).
.....	MURMANSK	Caesar Wollheim (Stettin)	Caesar Wollheim (Stettin)	29	Wrecked Brest 7/6/40.
FY.1858	NIGHT HAWK	Cochrane (Selby)	C D Holmes (Hull)	 1.16	Minesweeper (1941).

Re-requisitioned 1/6/40

FY.608	LORD BEACONSFIELD <i>ex-Tribune</i>	Cochrane (Selby)	C D Holmes (Hull)	 9.15	Minesweeper (1941).
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Requisitioned ../6/40

.....	AMORELLE			19	Returned 4/7/40.
.....	BEN BARVAS			14	Returned 16/9/40.
4.228	DE DRIE GEZUSTERS	.....	.....	.....12	Harbour service (19...).
.....	DE ZEE MEEUW	.....	.....	.....31	Polish Navy P.7 (1940/41); returned 17/11/44.
.....	DERVISH	.....	.....	.....11	Mined off the Humber 9/9/40.
4.375	NORDHAV I <i>ex-Océan II, ex- Meliton D, ex- Dominguez, ex- Ocean</i>	Earle's (Hull)	Earle's (Hull)	15	AVALON (1940), ADONIS (1941); torpedoed German MTB S.... off Lowestoft 15/4/43.

Re-requisitioned ../6/40

FY.581	GREGORY <i>ex-Malmata</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 4.30	Minesweeper (1941).
4.87	KINGS GREY	-do-	C D Holmes (Hull)	 4.15	Minesweeper (19...).

Purchased 2/6/40

4.119	AMPULLA	.....	.....	.....13	Minesweeper (19...).
4.176	LADY ESTELLE	.....	.....	.....14	Minesweeper (1942).

Requisitioned 2/6/40

.....	KOPANES <i>ex-Darglr, ex- Jericho, ex-Sir John Jellicoe</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 3.15	Bombed German aircraft off the Tyne 19/4/41.
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Requisitioned 3/6/40

FY.1939	ARNOLD BENNET			30	Minesweeper (19...).
4.132	DONNA NOOK			16	Minesweeper (19...).

Requisitioned 4/6/40

FY.1809	ARMANA			30	Minesweeper (19...).
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Requisitioned 6/6/40

FY.1715	FLANDRE			15	Minesweeper (1942).
FY.1819	MORAVIA	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 2.17	Minesweeper (1941).

Requisitioned 7/6/40

.....	ARCTIC			28	Bombed German aircraft off Ramsgate 3/2/41.
	TRAPPER				

Requisitioned 8/6/40

FY.1886	AVANTURINE (ii)			30	Minesweeper (19...).
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FY.113	COMMANDER			24	Minesweeper (19...).
	EVANS				

4.71	GALVANI			29	Minesweeper (1941).
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.....	GVAS 2	Framnes (Sandefjord)	Framnes (Sandefjord)	26	Returned 20/6/46.
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Requisitioned 9/6/40

.....	FARADAY (ii)			16	FRANCOLIN (1940), minesweeper (19...).
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4.04	MITRES	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	10.17	Salvage vessel (1941).
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Requisitioned 11/6/40

4.120	AMROTH			13	Minesweeper (19...).
	CASTLE				

4.204	FOAMCREST			02	Returned ..1/42.
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.....	FORTUNA			06	Bombed German aircraft off St Abbs Head 3/4/41.
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4.86	HELVETIA	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 3.17	Minesweeper (1942).
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.....	LORD SELBORNE	-do-	Great Central Co-op Engineer- ing & Shiprepairing (Grimsby)	 9.17	Mined Humber 31/3/41.
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4.207	LOUIS BOTHA	-do-	Amos & Smith (Hull)	 6.16	Wrecked Iceland 7/3/44.
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Requisitioned 12/6/40

FY.111	COMMANDER			15	Minesweeper (19...).
	HOLBROOK				

FY.516	COMMANDER			15	Minesweeper (19...).
	NASMITH				

4.97	LOCH HOPE			15	Sold ..10/45.
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FY.942	LOVANIA	Cook, Welton & Gemmell ex-Ninus (Beverley)	C D Holmes (Hull)	 4.12	Minesweeper (1941).
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Requisitioned 16/6/40

4.274	AGNES NUTTEN			15	Returned ..12/45.
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.....	BOY RAY			10	Water carrier (19...).
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Requisitioned 17/6/40

4.279	AGNES H			17	Returned ..12/45.
	WETHERLEY				

Requisitioned 21/6/40

4.318	DE ROZA			22	Training (19...).
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Requisitioned 22/6/40

.....	BLANCHE MAR-			39	Polish Navy P.9 (1940/41); returned 19/11/45.
	GUERITE				

.....	CREST				Returned 8/1/42.
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.....	HENDRIK CON-			31	Polish Navy P.6 (1940); returned 23/12/42.
	SCIENCE				

Requisitioned 23/6/40

.....	CHOICE II				Returned 11/11/45.
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.....	FOIL			35	Harbour service (19...).
	ex-Uberus				

Requisitioned 28/6/40

4.268	BEATRIX ADRI-			31	Harbour service (19...).
	ENNES				

Requisitioned 1/7/40

4.222	DOROTHY GRAY			08	Returned 8/12/44.
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Requisitioned ..7/40

.....	DULSIE				Sold ..12/44.
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.....	SWIFT (i)			24	SWIRL (1944); returned/45.
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Seized 3/7/40

FY.340	CAP D'ANTIFER			91	Minesweeper (19...).
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.....	CAPORAL PEU-			23	Returned 6/12/45.
	GEOT				

.....	GROENLAND	Cox (Falmouth)	Atlas (Stockholm)	30	MOWT (1941), French Navy (1944); returned 17/7/45.
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4.272	GUSTAVE-DENIS	P Smit (Rotterdam)	P Smit (Rotterdam)	34	BREEZE (1941); returned 12/3/46.
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.....	JACQUES MOR-	Beliard Crichton	Humboldt-Deutzmot-	36	Returned 25/5/45.
	GAND	(Oostende)	oren (Köln)		

.....	LE NIVOSE	Ch & At de Saint-Nazaire (Grand Quevilly)	Ch & At de Saint-Nazaire (Grand Quevilly)	36	Examination service (1944).
FY.1803	MONIQUE- CAMILLE	At & Ch Maritime du Boulonnais	At & Ch Maritime du Boulonnaise	35	Returned 23/3/46.
.....	NOTRE DAME DE LOURDES	.....	.....	.....11	Returned ..12/45.
Requisitioned 6/7/40					
.....	FULMAR	.....	.....	.....	Returned 9/12/41.
Requisitioned 7/7/40					
FY.341	DUCHESSE DE BRABANT	.....	.....	.....24	Returned 24/11/45.
Requisitioned 10/7/40					
4.267	CHARLES HENRI	.....	.....	.....35	Returned 13/11/45.
.....	FISHER BOY (ii)	.....	.....	.....	Returned ..12/41.
Requisitioned 11/7/40					
FY.338	NORTHMAN	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	10.11	Returned 16/3/46.
Requisitioned 22/7/40					
FY.1832	EDOUARD VAN VLAENDEREN	.....	.....	.....25	Wrecked off the Faeroes 22/2/41.
Requisitioned 29/7/40					
.....	CLARA SIMONE	.....	.....	.....31	Polish Navy P.10 (1942); returned 1/11/45.
Requisitioned 30/7/40					
.....	ANNIE MARIE	.....	.....	.....38	Polish Navy P.5 (1940); lost cause & place unknown 19/1/42.
Requisitioned ..9/40					
4.315	LAPAGERIA	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 8.16	Esso (1942).
Requisitioned ..10/40					
FY.1802	EADWINE	.....	.....	.....14	Returned ..3/46.
.....	HVALI ex-Kos III, ex- Hval I, ex-Star X	Kaldnes (Tonsberg)	Kaldnes (Tonsberg)	27	RNN, minesweeper (1940).
FY.1830	JUNCO	Goole Shipbuilding	Earle's (Hull)	12.17	Examination service (19...).
Requisitioned 7/10/40					
4.410	ADRIATIC	.....	.....	.....36	Examination service (19...).
.....	DE HOOP (ii)	.....	.....	.....29	Returned 3/9/45.
.....	MASSABIELLE	Beliard Crighton (Oostende)	Humboldt-Deutzmotoren (Köln)	35	Returned 10/12/45.
Requisitioned 8/10/40					
.....	HUBERTINE MADELEINE	Jos Boel (Tamise)	Deutz (Köln)	31	Harbour service (1942).
Requisitioned 8/10/40					
.....	MATHILDE SIMONNE	.....	.....	.....31	De-gaussing vessel (1942).
Requisitioned 9/10/40					
FY.364	MARIA LUDO- VICA	.....	.....	.....31	Returned ..9/45.
4.284	MONTE CARLO	.....	.....	.....31	Harbour service (1942).
Requisitioned 10/10/40					
4.09	HEKTOR FRANS	.....	.....	.....38	Harbour service (19...).
.....	MARGUERITE MARIE LOISE	.....	.....	.....31	Examination service (19...).
Requisitioned 17/10/40					
4.300	GABRIELLE DENISE	.....	.....	.....10	Tender (1941).
Requisitioned 23/10/40					
.....	GABRIELLE MARIA	.....	.....	.....31	Barrage balloon vessel (1941).
Requisitioned ..11/40					
.....	AN.1	.....	.....	.....26	SAMBHUR (1941); wrecked off Colombo 5/5/42.
.....	AN.4	.....	.....	.....24	IMPALA (1941); returned ..4/46.
.....	AN.5	.....	.....	.....29	OKAPI (1941); returned ..9/45.
Requisitioned ..12/40					
.....	DILIMER	.....	.....	.....16	Returned 13/7/45.
Captured 23/1/41					
.....	L'ORAGE	Augustin Normand (Le Havre)	Augustin Normand (Le Havre)	21	MOWT (1942/45); returned 17/7/45.
Requisitioned 7/5/41					
4.325	H J BULL	Fredrikstad Mekaniske Verksteder	Frederikstad Mekaniske Verksteder	35	NAMSOS (1942); returned ..../46.

Auxiliary A/S Trawlers, Whalers and Drifters

Whaler conversions: BLAAUWBERG, CEDARBERG.

307 tons gross: 125½ × 25½ × ... feet: IHP 550: one 4in gun: complement ...

Trawler conversion: BONTHORPE.

273 tons gross: 125½ (pp)/..... (oa) × 23½ × 13½d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 12¾in:21½in:35in × 24in stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): guns: complement ...

Trawler conversion: CAPE PORTLAND.

One 4in, two .5in AA, two .303in AA machine (2×1) guns: complement ...

Whaler conversions: IMMORTELLE, PROTEA, SONNEBLOM.

335 tons gross: 128½ × 26 × feet: IHP 550: one 4in gun: complement ...

Trawler conversion: KINGSTON AGATE.

464 tons gross: 164 (pp)/179 × 27¼ × 15¼d/.... feet: one SE cylindrical boiler (225lb/in²), one shaft, reciprocating (VTE cyl 14in:24in:40in × 26in

stroke) IHP 1,100 = 12 knots, coal tons (.....nm @ ...k): one 4in gun: complement ...

Trawler conversions: *KINGSTON ALALITE, KINGSTON ANDALUSITE, KINGSTON GALENA.

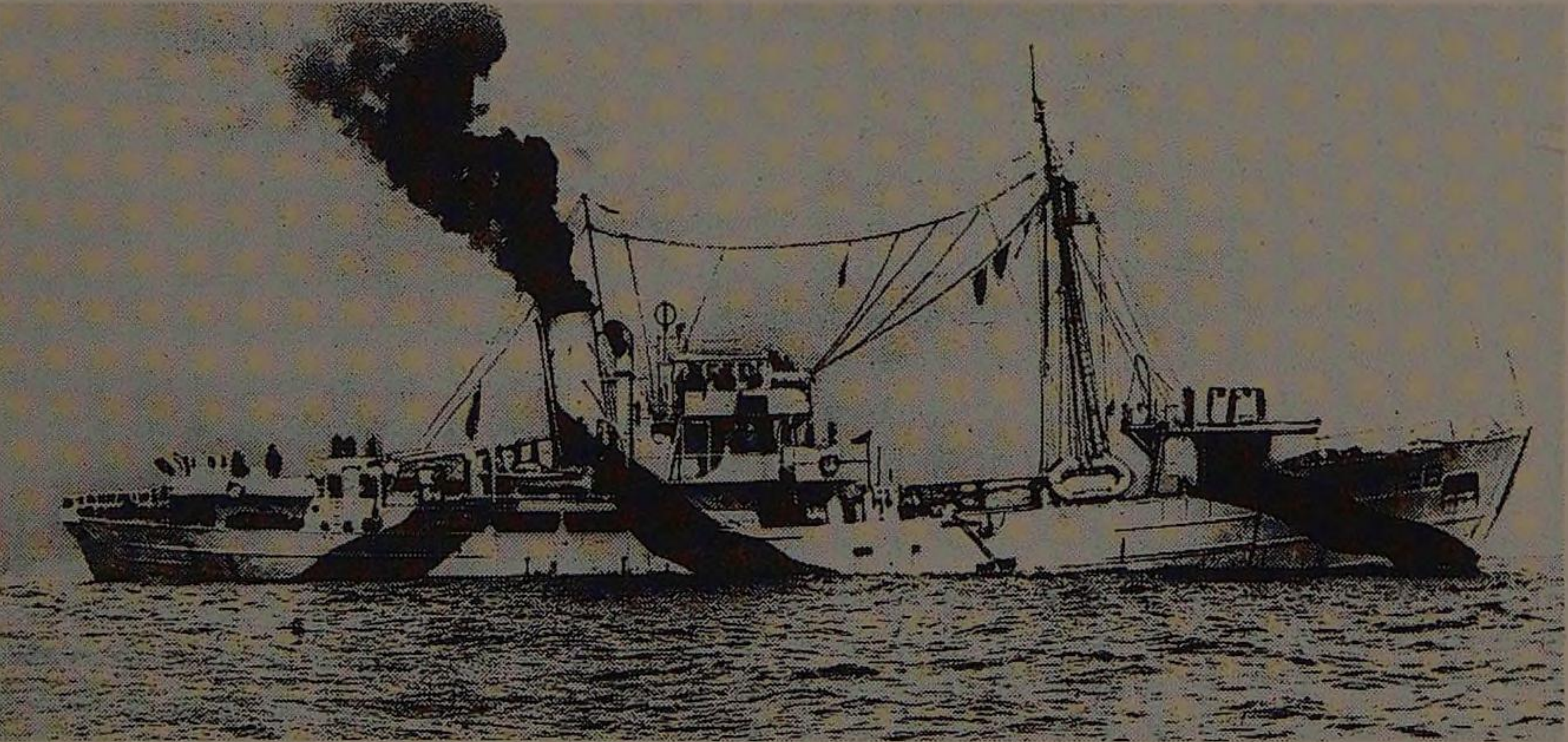
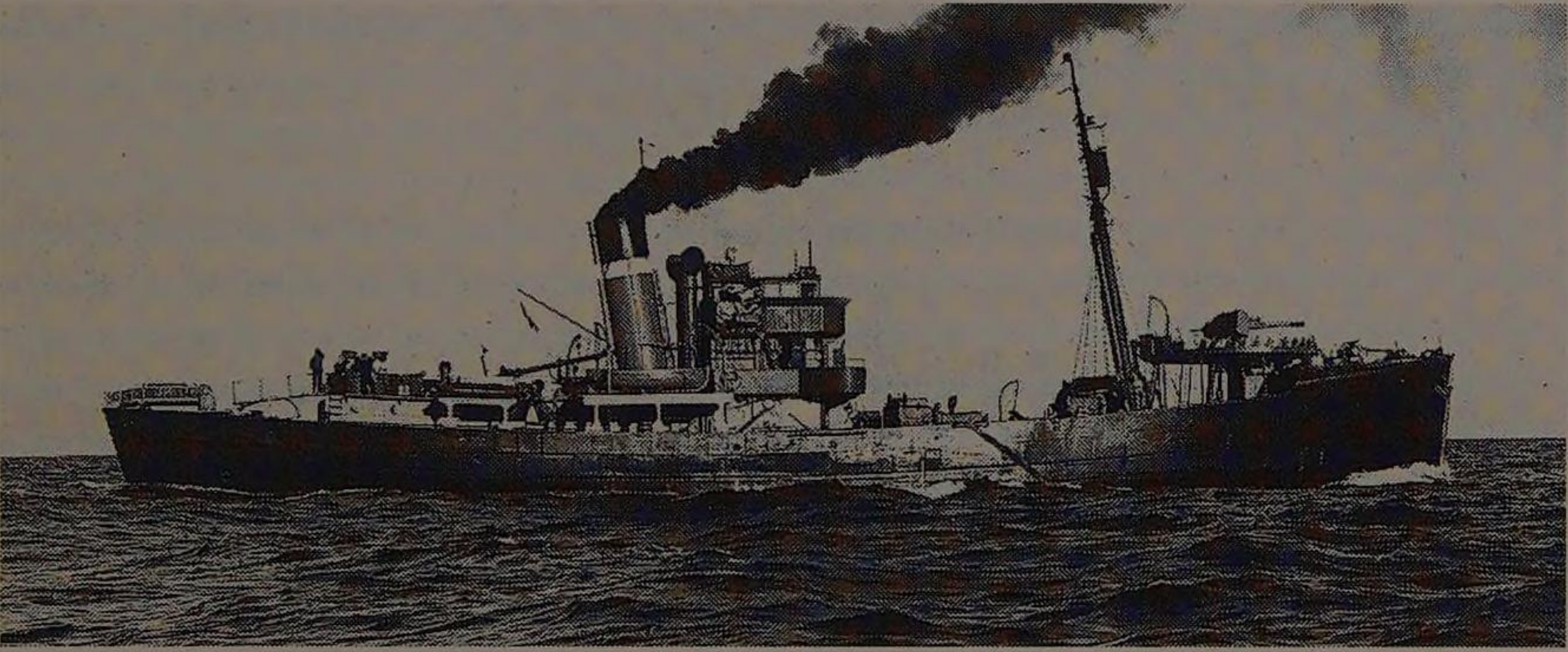
415 except * 412 tons gross: 151¾ (pp)/..... (oa) × 26 × 14¾d/.... feet: one SE cylindrical boiler (210lb/in²), one shaft, reciprocating (VTE cyl 13½in:24in:39in × 27in stroke) IHP 800 = 11 knots, coal tons (.....nm @ ...k): one 4in gun: complement ...

Below, top left: The anti-submarine trawler *Cape Portland* was armed with a 4in gun forward, two .303in AA Hotchkiss machine guns in the wings of the lower bridge, and twin .5in AA Vickers machine guns aft. A substantial open upper bridge has replaced the monkey island, with a searchlight at its aft end. (IWM)

Below, centre left: A heavily re-touched photograph of the A/S trawler *Imperialist* in 1943 armed with one 4in and five 20mm AA (5×1) guns; and fitted with AW.RDF at the masthead. (IWM)

Below, bottom left: The A/S trawler *Kingston Amber* was armed with a 4in gun forward, two .303in AA Hotchkiss machine guns in the wings of the lower bridge, and twin .5in AA Vickers machine guns aft. (IWM)

Below right: The anti-submarine trawler *King Sol* was armed with one 4in, and three 20mm AA (3×1) guns; and fitted with AW. RDF at the masthead. (IWM)





Trawler conversion: KINGSTON AMBER.

467 tons gross: 164 (pp)/178¾ (oa) × 27 × 15¼d/.... feet: one SE cylindrical boiler (225lb/in²), one shaft, reciprocating (VTE cyl 13½in: 22½in:39in × 26in stroke) IHP 1,100 = 12 knots, coal tons (.....nm @ ...k): one 4in, two .5in AA (1×2), two .303in AA machine (2×1) guns: complement ...

Trawler conversions: KINGSTON BERYL, KINGSTON JACINTH, *KINGSTON ONYX, KINGSTON PERIDOT, KINGSTON SAPPHIRE, *KINGSTON TOPAZ, KINGSTON TURQUOISE.

356 except * 357 tons gross: 151½ (pp)/163 except *163½ (oa) × 24 × 13¾d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in × 26in stroke IHP 700 = 11 knots, coal tons (.....nm @ ...k): one 4in gun: complement ...

Trawler conversions: KINGSTON CAIRNGORM, KINGSTON CEYLONITE, KINGSTON CHRYSOBERYL, KINGSTON CHRYSOLITE, †KINGSTON CORAL, *KINGSTON CORNELIAN, †KINGSTON CRYSTAL, †KINGSTON CYANITE.

448 except *449 and † 433 tons gross: 160½ except † 162¼ (pp)/171¾ (oa) × 26½ × 15¼d/.... feet: one SE cylindrical boiler (215lb/in²), one shaft, reciprocating (VC cyl 13½in:27in × 27in stroke) IHP 800 + Bauer-Wach DR exhaust gas turbine SHP = 11 knots, coal tons (.....nm @ ...k): one 4in gun: complement ...

Trawler conversion: *KINGSTON OLIVINE.

378 tons gross: 151¼ (pp)/..... (oa) × 24½ × 14¼d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in × 26in stroke IHP 700 = 11 knots, coal tons (.....nm @ ...k): one 4in, three 20mm AA (3×1 in * only) guns: complement ...

Whaler conversions: *KOS I, *KOS II, KOS V, KOS VI.

248 tons gross: 115¾ except * 116 (pp)/..... (oa) × 24 except * 24¼ × 13½d/12 feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 14in:23in:39in × 24in stroke) IHP 550 = 11 knots, O.F. tons (.....nm @ ...k): one 12pdr AA gun: complement ...

Whaler conversion: KOS XIX.

305 tons gross: 125½ (pp)/..... (oa) × 25½ × 14d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 16in:26in:44in × 27in stroke) IHP 750 = 12 knots, O.F. tons (.....nm @ ...k): one 4in gun: complement ...



Above left: The A/S trawler *Kingston Olivine* was armed with one 4in and three 20mm AA (3×1) guns, carried AW.RDF at the masthead, and was fitted with a large reel aft for the LL electric sweep. Note that a deckhouse has been added forward of the bridge, and the lower bridge has been extended forward to accommodate the 20mm guns. Although still wearing the temporary 2-letter identification on her bow, her flag hoist shows her actual pendant number of FY.193. (IWM)

Above right: The 15 "Northern" class were amongst the largest and most modern trawlers to be requisitioned for A/S work, and rather ironically all were built in Germany. They were distinctive in that the casing/superstructure deck was extended well aft to meet a short poop. The *Northern Gem* was originally armed with a 4in gun forward, a .303in AA machine in each wing of the lower bridge, and a twin .5in Vickers AA machine gun aft. A large open upper bridge was added, together with a searchlight at its aft end; AW.RDF was carried at the head of the foremast, and a short mainmast was stepped on the fore side of the funnel in order to spread the W/T aerials. (IWM)

Whaler conversions: *KOS XX, KOS XXI, KOS XXII, KOS XXIII.

353 except * 356 tons gross: 134¾ (pp)/..... (oa) × 26½ × 14¾d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 15in:26in:44½in × 27in stroke) IHP 750 = 12 knots, O.F. tons (.....nm @ ...k): one 4in gun: complement ...

Trawler conversions: NORTHERN DUKE, NORTHERN FOAM.

One 4in, three 20mm AA (3×1) guns: complement ...

Trawler conversion: NORTHERN GEM.

One 4in, two .5in AA (1×2), two .303in AA machine (2×1) guns: complement ...

Trawler conversion: NORTHERN PRIDE.

One 4in, one 20mm AA, two .5in AA (1×2), two .303in AA machine (2×1) guns: complement ...

Whaler conversion: ODBERG.

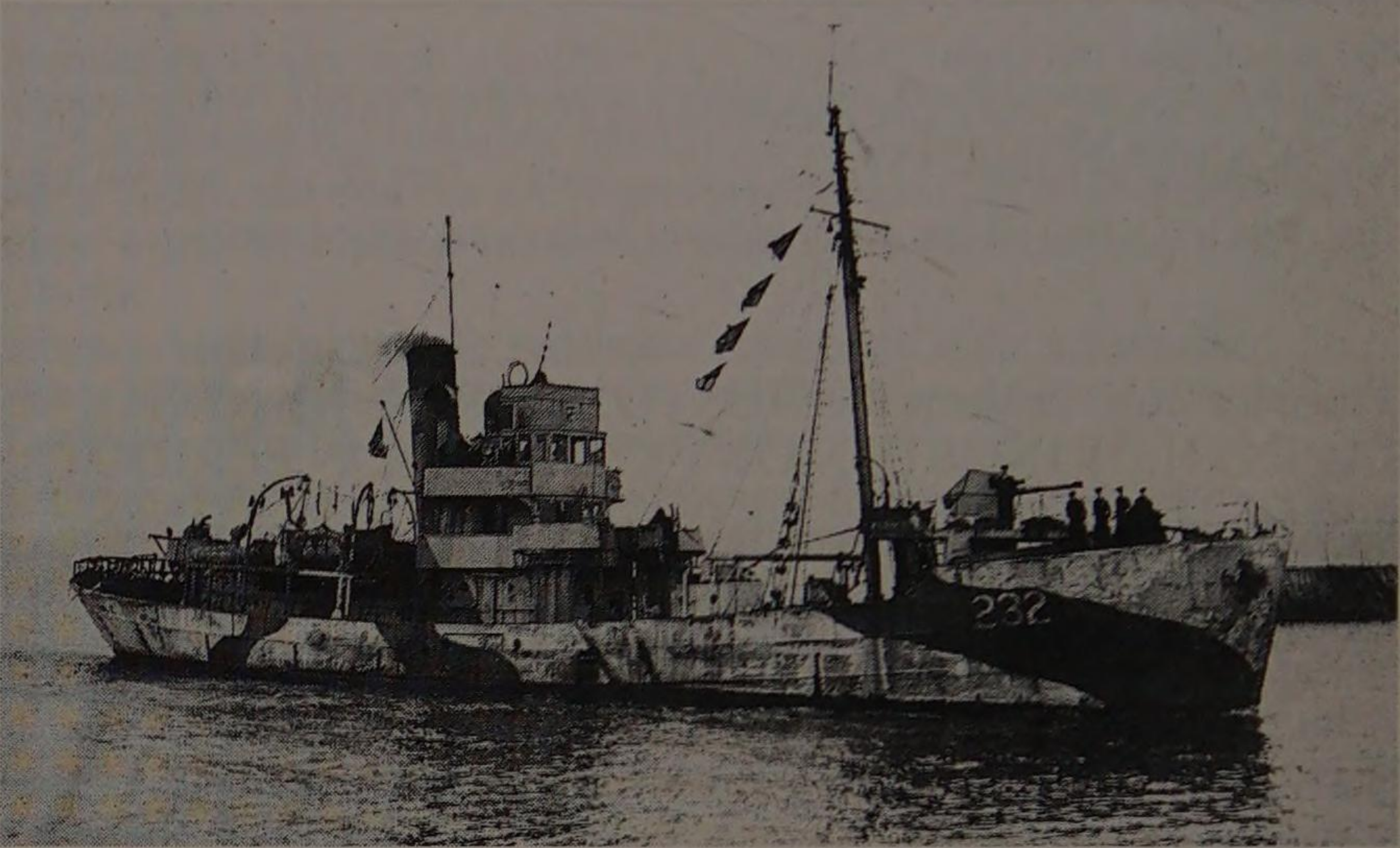
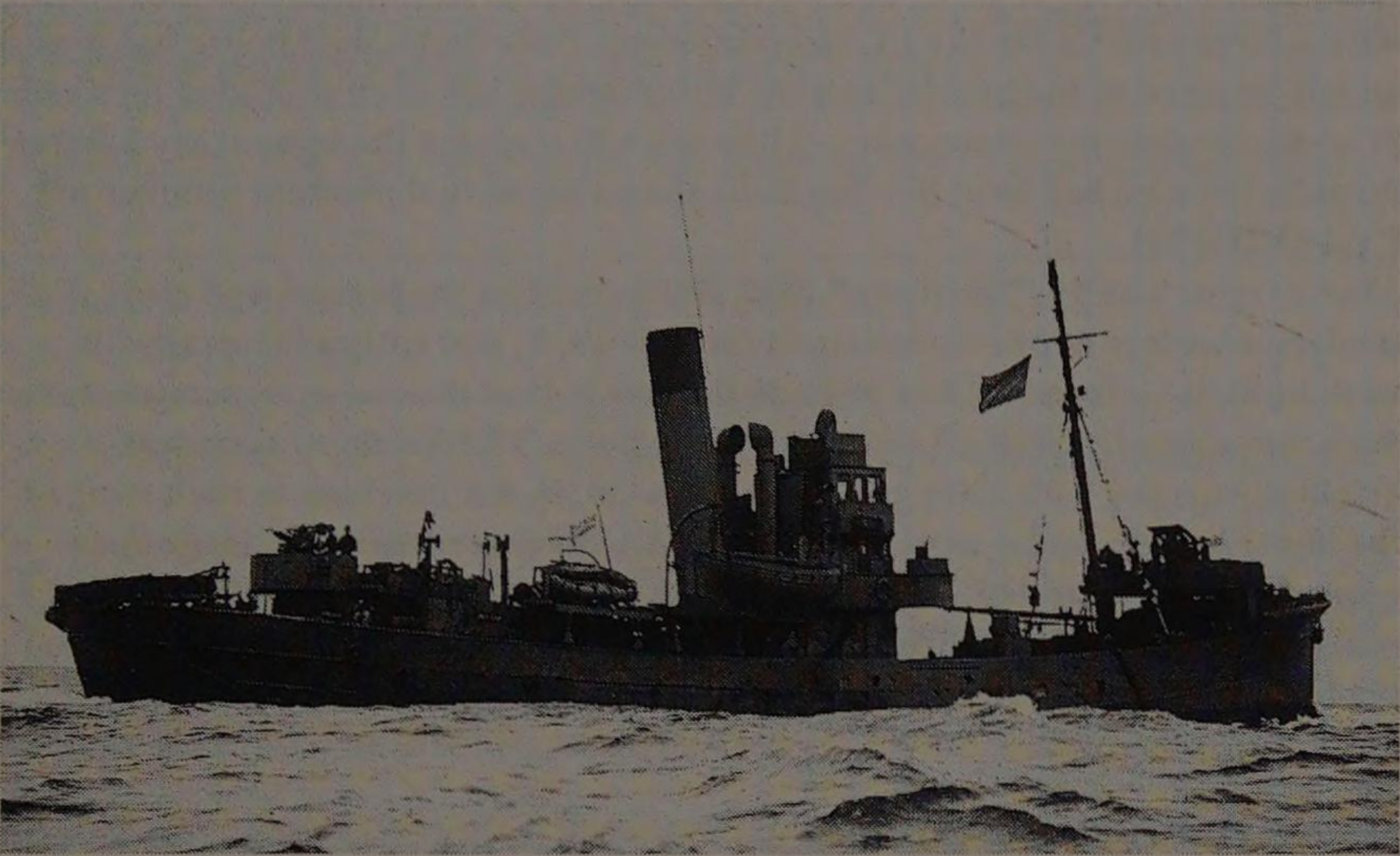
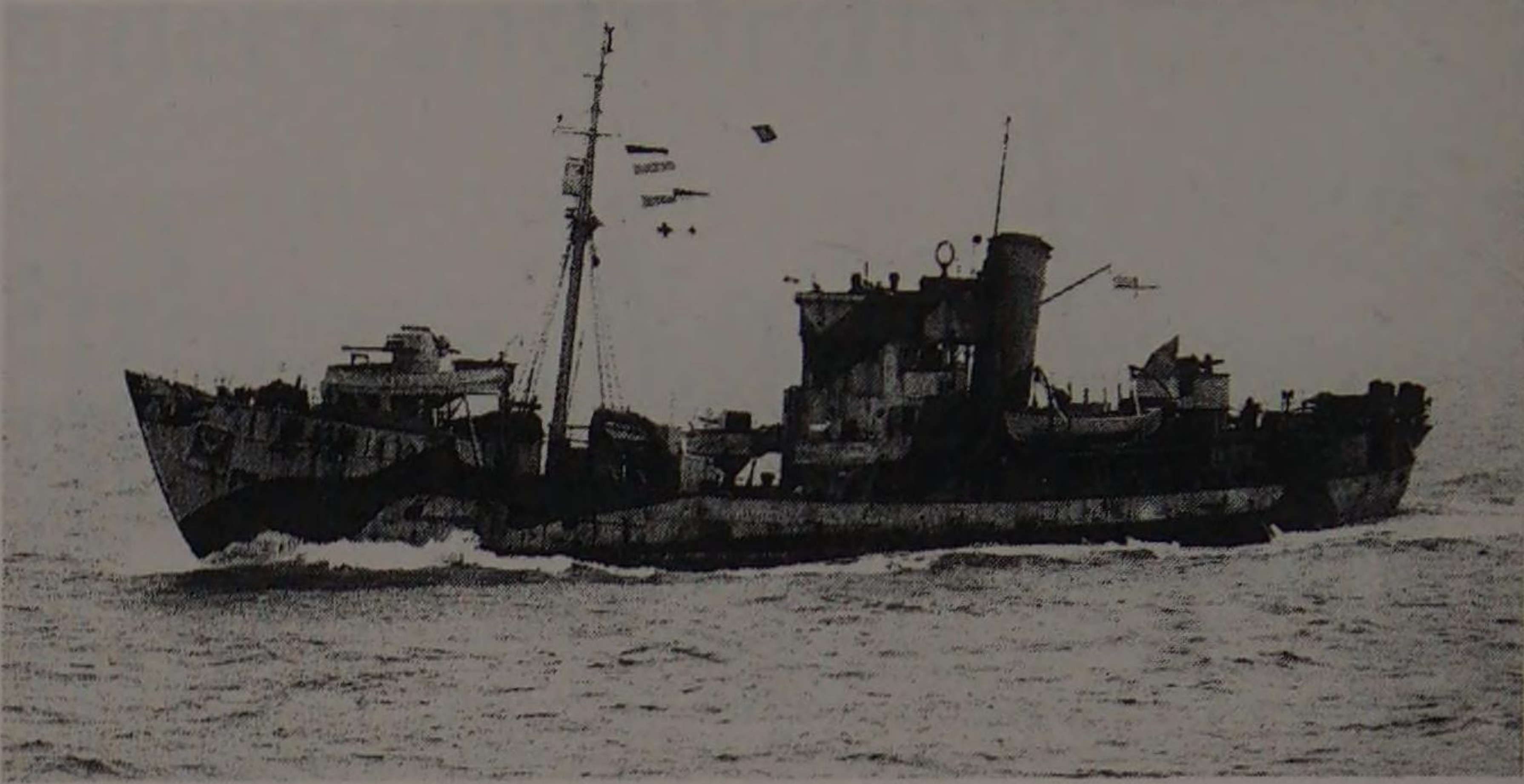
351 tons gross: 139¼ × 26½ × feet: IHP 1,000: one 4in gun: complement ...

Whaler conversion: PRETORIA.

374 tons gross: 137 × 27 × feet: IHP 650: one 4in gun: complement ...

Whaler conversions: RONDEVLEI, SMALVLEI.

247 tons gross: 115½ × 23 × feet: IHP 380: one 4in gun: complement ...



Trawler conversions: ST APOLLO, ST ZENO.

One 4in, two .5in AA (1×2), two .303in AA (2×1) machine guns: complement ...

Whaler conversions: SOUTHERN ISLES, SOUTHERN MAID, SOUTHERN SEA.

344 tons gross: 137 × 26 × feet: IHP 550: one 4in, three 20mm AA (3×1) guns: complement ...

Whaler conversion: STANDERTON.

357 tons gross: 140 × 26½ × feet: IHP 900: one 4in gun: complement ...

Trawler conversion: STELLA PEGASI.

One 12pdr AA, two .5in AA (1×2), two .303in AA machine (2×1) guns: complement ...

Trawler conversion: STOKES CITY.

One 4in, three 20mm AA (3×1) guns: complement ...

Top left: The *Northern Pride* was similarly armed and fitted as the *Northern Gem* except that a 20mm AA was added aft. (IWM)

Top right: On the *Northern Foam* all the machine guns were replaced by three 20mm AA (3×1) guns, and on the upper bridge a D/F hut replaced the searchlight. (IWM)

Above left: The A/S trawler *Stella Pegasi* was armed with one 12pdr AA, two .5in AA Vickers (1×2), and two .303in AA Hotchkiss machine (2×1) guns; and had the standard additions of an open upper bridge with searchlight, and a short mast stepped on the fore side of the funnel. (IWM)

Above right: The A/S trawler *Stoke City* was armed with one 4in, and three 20mm AA (3×1) guns. A small deckhouse has been added on the fore deck, AW.286 RDF fitted at the masthead, and a short mast stepped on the fore side of the funnel. (IWM)

Whaler conversion: TORDÖNN.

314 tons gross: 130½ × 26 × feet: IHP 500: one 4in gun: complement ...

Trawler conversion: WOLBOROUGH.

One 4in, three 20mm AA (3×1) guns: complement ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Purchased ../7-8/39					
FY.186	ARCTIC RANGER	.....	.....	.....37	Mercantile (name unchanged – 1946), <i>Conan Doyle</i> (1951); scrapped ../1/66.
FY.140	ARSENAL	.....	.....	.....33	Collision Polish destroyer BURZA off the Clyde 16/11/40.
FY.188	BANDOLERO	.....	.....	.....35	Collision destroyer WATERHEN off Sollum 30/12/40.
FY.141	BEDFORDSHIRE	.....	.....	.....35	UASN (1942); torpedoed German submarine U.558 off Cape Lookout 11/5/42.
FY.165	BENGALI	.....	.....	.....37	Explosion & burnt-out Lagos 5/12/42.
FY.177	BLACKFLY	.....	.....	.....37	Mercantile <i>Barnett</i> (1946), <i>Loyal</i> (19...); scrapped ../10/60.
	ex-Barnett				

FY.118	BRONTES	.....	.....	.....34	Mercantile (name unchanged – 1945); scrapped ../6/59.
FY.142	CAMBRIDGE- SHIRE	.....	.....	.....35	Mercantile <i>Kingston Sapphire</i> (1945); scrapped ../10/54.
FY.166	CANADIAN PRINCE	.....	.....	.....37	French Navy LA BONOISE (1939); scuttled Oran 9/11/42, salvaged & scrapped .././45.
FY.190	CAPE ARGONA	.....	.....	.....36	Mercantile (name unchanged – 1946), <i>Arctic Scout</i> (1951); scrapped ../9/57.
FY.119	CAPE CHELYU- SKIN	.....	.....	.....36	Bombed German aircraft off Norway 29/4/40.
FY.143	CAPE COMORIN	.....	.....	.....36	Mercantile (name unchanged – 1945), <i>Olvin</i> (1955).
FY.167	CAPE WARWICK <i>ex-Compton</i>	.....	.....	.....37	Mercantile (name unchanged – 1946), <i>Evander</i> (1955); scrapped ../2/66.
FY.191	CAYTON WYKE	.....	.....	.....32	Torpedoed German MTB S.... off Dover 8/7/40.
FY.123	DANEMAN	.....	.....	.....37	Collision submerged ice North Atlantic 8/5/43 & foundered in tow.
FY.147	DAVY	.....	.....	.....36	Mercantile (name unchanged – 1945), <i>Cape Barfleur</i> (1951), <i>Red Falcon</i> (1954); lost cause & place unknown ../12/59.
FY.171	DERBY COUNTY	.....	.....	.....38	Mercantile (name unchanged – 1945); scrapped ../2/64.
FY.195	DRANGEY	.....	.....	.....35	Mercantile <i>Mildenhall</i> (1946); lost cause & place unknown 1/11/48.
FY.156	GREENFLY <i>ex-Quantock</i>	.....	.....	.....36	Mercantile <i>Cape Barfleur</i> (1945), <i>Edward East</i> (1949), <i>Ashanti</i> (1957); scrapped ../12/60.
FY.125	GRIMSBY TOWN	.....	.....	.....34	Sold .././45
T.118	GUAVA <i>ex-British Colum- bia</i>	.....	.....	.....35	Hong Kong RNVR, RN (1959), mercantile <i>British Columbia</i> (1946).
FY.173	HAMPSHIRE	.....	.....	.....34	French Navy TOULONNAISE (1939); scuttled Oran 9/11/42 & salvaged ../3/43.
FY.197	HUDDERSFIELD TOWN	.....	.....	.....33	Mercantile (name unchanged – 1945).
FY.150	ISTRIA	.....	.....	.....33	Mercantile <i>St Arcadius</i> (1946), <i>Heptonian</i> (1947); scrapped ../1/59.
FY.112	KELT	.....	.....	.....37	Mercantile (name unchanged – 1945), <i>Camilla</i> (1954); scrapped .././60.
FY.136	KINGSTON ALALITE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12.33	Mined off Plymouth 10/11/40.
FY.160	KINGSTON ANDALUSITE	-do-	-do-	 2.34	Mercantile (name unchanged – 1945), <i>Milyna</i> (1948).
FY.184	KINGSTON CHRYSOLITE	-do-	-do-	 2.35	Mercantile (name unchanged – 1945); scrapped ../3/56.
FY.121	KINGSTON CORNELIAN	-do-	-do-	 7.34	Lost collision east of Gibraltar 5/1/40.
FY.145	KINGSTON GALENA	-do-	-do-	 3.34	Bombed German aircraft off Dover 24/7/40.
FY.193	KINGSTON OLIVINE	-do-	-do-	 4.30	Mercantile <i>Langland Bay</i> (1945).
FY.174	KIRKELLA	.....	.....	.....36	Mercantile (name unchanged – 1946), <i>Moorsom</i> (1948), <i>St Benedict</i> (1952), <i>Reneva</i> (1957); scrapped ../7/60.
FY.100	LADY BERYL	.....	.....	.....35	Mercantile (name unchanged – 1945), <i>Warwick Deeping</i> (1948); scrapped ../11/59.
FY.124	LADY ELSA	.....	.....	.....37	USN (1942/42), mercantile (name unchanged 1946), <i>Lord Tay</i> (1950); scrapped ../11/64.
FY.148	LADY PHILO- MENA	.....	.....	.....36	Mercantile <i>St Attalus</i> (1945), <i>Onslow</i> (1948); scrapped ../5/60.
FY.196	LEEDS UNITED	.....	.....	.....33	Mercantile (name unchanged – 1945); scrapped ../2/62.
FY.103	LEYLAND	.....	.....	.....36	Lost collision off Gibraltar 25/11/42.
FY.151	LOCH MELFORT	.....	.....	.....34	Mercantile <i>St Amandus</i> (1946); lost cause & place unknown 25/12/47.
FY.199	LOCH TULLA	.....	.....	.....34	Mercantile (name unchanged – 1946); scrapped .././58.
FY.109	LORD HAILSHAM	.....	.....	.....34	Torpedoed German MTB S.... English Channel 27/2/43.
FY.133	LORD HOTHAM	.....	.....	.....36	Mercantile (name unchanged – 1945); scrapped ../3/67.
FY.157	LORD LLOYD	.....	.....	.....33	Mercantile (name unchanged – 1945); scrapped ../9/60.
FY.181	LORD PLENDER	.....	.....	.....33	Mercantile (name unchanged – 1946); scrapped ../12/62.
FY.170	LORD WAKE- FIELD	.....	.....	.....33	Bombed German aircraft off Normandie 29/7/44.
F.177	LOYAL <i>ex-Matabele</i>	.....	.....	.....35	LYDIARD (1939), mercantile <i>Matabele</i> (1946), <i>Kingston Galena</i> (1947); scrapped ../1/69.
FY.104	MAN O' WAR	.....	.....	.....36	Mercantile (name unchanged – 1945); scrapped ../12/63.
FY.128	MILDENHALL	.....	.....	.....36	French Navy L'AJACCIIENNE (1939); scuttled Oran 9/11/42, salvaged .././43 & scrapped .././56.
FY.146	NORTHERN DAWN	.....	.....	.....36	Mercantile (name unchanged – 1946); scrapped ../4/64.

FY.194	NORTHERN GEM			36	Mercantile (name unchanged – 1945); scrapped../6/66.
FY.105	NORTHERN PRIDE			36	Mercantile (name unchanged – 1945); scrapped../4/63.
FY.129	NORTHERN SPRAY			36	Mercantile (name unchanged – 1945); lost cause & place unknown ../10/63.
FY.153	NORTHERN WAVE			36	Mercantile (name unchanged – 1945); scrapped ../11/63.
FY.178	ORIENTAL STAR			34	French Navy LA SETOISE (1939); scuttled Oran 9/11/42, salvaged .././.. & scrapped .././60.
FY.198	MANCHESTER CITY ex-Manchester City			33	Mined off Dover 15/3/40.
FY.132	PICT			36	Mercantile (name unchanged – 1946), <i>Stella Procyon</i> (1947), <i>Carthusian</i> (1948); scrapped ../3/57.
FY.180	REGAL			33	Mercantile <i>Nubia</i> (1945), <i>Tervani</i> (1948); scrapped ../3/57.
FY.176	ST AMANDUS			33	French Navy LA CANCALAISE (1939); mined off Calais 1/5/40.
FY.111	ST ANDRONICUS			33	French Navy LA LAORIENTAISE (1939), German Navy PA.3 (1940), V.1516 (194..), M.3853 (194..); bombed RAF aircraft Nantes 14/6/44.
FY.135	ST ARCADIUS			34	French Navy LA NANTAISE (1939), RN (1940); collision <i>Helencrest</i> The Downs 8/7/45.
FY.183	ST ATTALUS			34	French Navy LA HAVRAISE (1939), scuttled Toulon 27/11/42, salvaged & German Navy Uj.6078 (1943); torpedoed French Navy submarine CASABIANCA off La Ciotat 9/6/44.
FY.159	SAON			33	Mercantile (name unchanged – 1945).
FY.120	SINDONIS			34	Bonbed German aircraft off Tobruk 29/5/41.
FY.144	SPANIARD			37	Explosion & burnt-out Lagos 5/12/42.
FY.168	SPURS			33	Mercantile (name unchanged – 1945); scrapped ../2/62.
FY.192	STAFNES			36	Mercantile (name unchanged – 1945), <i>Ross Searcher</i> (1960); scrapped ../5/63.
FY.107	STELLA CAP-ELLA			37	Torpedoed German submarine U.701 off Iceland 11/3/42.
FY.131	STELLA DOR-ADO			35	Torpedoed German MTB S.... off Dunkerque 1/6/40.
FY.179	THORNWICK BAY			36	Mercantile (name unchanged – 1946), <i>Afridi</i> (1955); scrapped ../3/59.
FY.106	THURINGIA			33	Mined North Sea 28/5/40.
FY.130	TURCOMAN			37	Mercantile (name unchanged – 1945), <i>Bengali</i> (1959), <i>Rose Tracker</i> (1960); scrapped ../5/63.
FY.185	VASCAMA			35	Portuguese Navy P.6 (1943/44), mercantile (name unchanged – 1945); scrapped ../12/62.
FY.114	VICTORIAN			35	Mercantile (name unchanged – 1946), <i>Loch Fleet</i> (1948); scrapped ../7/59.
FY.182	WARWICK DEEP-ING			34	Gunfire German surface forces English Channel 12/10/40.
FY.137	WELLARD			37	Mercantile (name unchanged – 1945); scrapped ../9/61.
FY.161	WESTELLA			34	Mined off Dunkerque 2/6/40.
FY.158	WOLVES			34	Mercantile (name unchanged – 1945), <i>Pataudi</i> (1947).
FY.110	YORK CITY			33	Mercantile (name unchanged – 1945); scrapped ../2/64.
Requisitioned ../8/39					
FY.249	AVANTURINE (i) ex-Mendip			34	SPHENE (1940); returned ../4/45.
FY.208	INDIAN STAR	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 8.36	Returned 13/10/45.
FY.214	KINGSTON CEY-LONITE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 3.35	USN (1942); mined off Chesapeake Bay 15/6/42.
FY.115	LORD SNOWDEN	Cochrane (Selby)	-do-	 9.34	Collision mercantile <i>Felspar</i> off Falmouth 13/4/42.
FY.163	LORD STANHOPE	-do-	-do-	 6.35	Returned 7/11/45.
FY.187	LORD STONE-HAVEN	-do-	-do-	10.34	Torpedoed German MTB S.... off Eddystone 2/10/42.
Requisitioned 25/8/39					
FY.149	HAMMOND	Cochrane (Selby)	Amos & Smith (Hull)	 2.36	Bombed German aircraft Aandalsnes 25/4/40; salvaged & German Navy SALIER (1942).
FY.172	LARWOOD	-do-	-do-	 1.36	Bombed German aircraft west of Norway 25/4/40, salvaged & German Navy FRANKE (1940), RN (1945); sold ../6/47.
Requisitioned 26/8/39					
FY.154	ARCTIC PIONEER			37	Lost cause unknown Portsmouth area 27/5/42.
FY.116	BLACKBURN ROVERS			34	Lost cause unknown North Sea 2/6/40.
FY.189	BRADMAN			37	Bombed German aircraft off Norway 25/4/40, salvaged & German Navy FREISE; lost cause & place unknown 18/8/44.

FY.169	JARDINE	Cochrane (Selby)	Amos & Smith (Hull)	 3.36	Bombed German aircraft off west coast of Norway 30/4/40, salvaged & German Navy CHERUSKER; mined place unknown 6/12/42.
4.03	KINGSTON BERYL	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	11.28	Mined north of Ireland 25/12/43.
4.91	KINGSTON TURQUOISE	-do-	-do-	 5.29	Returned 27/11/45.
Requisitioned 27/8/39					
FY.102	HUGH WALPOLE	Cochrane (Selby)	Amos & Smith (Hull)	 1.37	Sold ..4/46.
R.58	NORTHERN ROVER	AG Seebeck (Wesermünde)	AG Seebeck (Wesermünde)	10.36	Torpedoed German submarine U.59 off the Orkneys 30/10/39.
Requisitioned 27/8/39					
FY.127	LOCH DOON	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 5.39	Mined off Blyth 25/12/39.
Requisitioned 28/8/39					
R.25	NORTHERN ISLES	AG Seebeck (Wesermünde)	AG Seebeck (Wesermünde)	12.36	USN (1942); wrecked off Durban 19/1/45.
Requisitioned 29/8/39					
FY.333	MANOR <i>ex-Verdunois, ex-Manor</i>	J Duthie Torry (Aberdeen)	J Abernethy (Aberdeen)	 5.13	Torpedoed German MTB S.... English Channel 9/7/42.
R....	NORTHERN FOAM	AG Weser (Bremen)	AG Seebeck (Wesermünde)	 9.36	Returned 30/11/45.
Requisitioned 30/8/39					
FY.101	ALOUETTE <i>ex-Esquimaux</i>	.....	.....	.....39	Torpedoed German submarine U.552 off Portugal 19/9/42.
4.00	AQUAMARINE	.....	.....	.....27	Returned 21/9/44.
FY.126	IMPERIALIST	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 1.39	Returned 8/10/45.
4.45	KINGSTON JACINTH	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 4.29	Mined off Portsmouth 12/1/43.
4.31	KINGSTON TOPAZ	-do-	-do-	 7.27	Returned 17/11/45.
FY.175	LOCK OSKAIG	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 4.37	Returned ..11/45.
FY.139	LORD STAMP <i>ex-Stormflower</i>	Cochrane (Selby)	Amos & Smith (Hull)	 7.35	Mined English Channel 14/10/40.
Requisitioned 31/8/39					
4.54	KINGSTON ONYX	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 8.27	Returned 2/9/44.
4.69	KINGSTON PERIDOT	-do-	-do-	 7.29	Returned 7/12/45.
R.34	NORTHERN CHIEF	AG Seebeck (Wesermünde)	AG Seebeck (Wesermünde)	11.36	USN (1942/42); returned 5/2/46.
4.34					
R.85	NORTHERN REWARD	-do-	-do-	11.36	USN (1942/42); returned 28/1/46.
4.85					
R....	NORTHERN SUN	-do-	-do-	 9.36	Returned 12/12/45.
4.18					
Requisitioned 1/9/39					
FY.162	ARCTIC EXPLORER	.....	.....	.....37	USN (1942/42); returned ..6/45.
4.81	KINGSTON SAPPHIRE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 2.29	Torpedoed Italian submarine NANI Straits of Gibraltar 5/10/40.
R.11	NORTHERN DUKE	AG Seebeck (Wesermünde)	AG Seebeck (Wesermünde)	11.36	USN (1942/42); returned 10/1/46.
4.11					
R....	NORTHERN GIFT	-do-	-do-	11.36	Returned 23/10/45.
4.50					
R.06	NORTHERN PRINCESS	-do-	-do-	12.36	USN (1942); torpedoed German submarine U.94 off Grand Banks 7/3/42.
4.06					
R....	NORTHERN SKY	-do-	-do-	10.36	Returned 28/9/45.
4.41					
Requisitioned ..9/39					
T.17	BLOMVLEI	.....	.....	.....35	SAN; returned 26/3/45.
FY.254	BRIMNES	.....	.....	.....33	Sold ..../45.
.....	GAUL	.....	.....	.....36	Bombed German aircraft off Norway 3/5/40.
FY.220	LORD AUSTIN	Cochrane (Selby)	C D Holmes (Hull)	11.37	Mined Seine Bay 24/6/44.
FY.218	LORD ESSENDON	-do-	-do-	 6.36	Returned 9/10/45.
FY.219	LORD MIDDLETON	-do-	Amos & Smith (Hull)	 5.36	Returned 18/3/46.
FY.221	LORD NUFFIELD	-do-	-do-	 7.37	Returned 14/12/45.
T.16	MOOIVLEI	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 9.35	SAN; returned 26/3/45.
T.516					

Requisitioned 10/9/39

FY.135	LOCH MON-TEITH	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 6.36	Returned ..11/45.
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Requisitioned 12/9/39

FY.202	ARAB			36	Returned 17/11/45.
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Requisitioned 13/9/39

FY.201	ANGLE			36	Returned ..10/45.
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Requisitioned 18/9/39

FY.263	CAPE SIRETOKO			39	Bombed German aircraft off Norway 28/4/40, salved & German Navy GOTE (1940); lost cause & place unknown 11/5/44.
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FY.212	KINGSTON AGATE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12.37	Returned 3/1/46.
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FY.211	KINGSTON AMBER	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 9.37	Returned 3/2/46
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FY.213	KINGSTON CAIRNGORM	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 4.35	Mined English Channel 18/10/40.
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FY.236	KINGSTON CHRYSOBERYL	-do-	-do-	 5.35	Returned 31/3/46.
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Requisitioned 19/9/39

FY.216	KINGSTON CRYSTAL	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 5.36	Returned 23/8/46.
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FY.223	LEICESTER CITY	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	12.34	Returned 7/3/46.
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.....	LINCOLN CITY <i>ex-Pembroke Castle</i>	-do-	-do-	11.33	Bomber German aircraft off the Faeroes 21/2/41.
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FY.222	LINCOLNSHIRE	-do-	-do-	36	Returned 29/9/46.
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FY.229	NORWICH CITY	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 1.38	USN (1942/42); returned ../4/46.
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FY.250	NOTTS COUNTY	-do-	-do-	 1.38	Torpedoed German submarine U.701 south of Iceland 8/3/42.
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Requisitioned 21/9/39

.....	FIFESHIRE			38	Bombed German aircraft off Copinsay 20/2/40.
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Requisitioned 22/9/39

FY.225	AYRSHIRE			38	Sold ../10/45.
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Requisitioned 23/9/39

.....	ARGYLLSHIRE			38	Torpedoed German MTB S.31 off Dunkerque 1/6/40.
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Requisitioned 27/9/39

FY.217	KINGSTON CYANITE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 2.36	Returned 13/5/46.
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Requisitioned 28/9/39

FY.215	KINGSTON CORAL	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 3.36	Returned 20/8/46.
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Requisitioned 29/9/39

FY.261	ASTON VILLA			37	Bombed German aircraft off Norway 3/5/40.
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FY.258	CAPE PALLISER			37	Returned ../9/45.
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FY.270	CAPE PASSARO			38	Bombed German aircraft off Narvik 21/5/40.
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FY.246	CAPE PORTLAND			39	Returned 9/11/45.
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FY.267	COVENTRY CITY			37	USN (1942/42); returned 5/6/46.
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Requisitioned ../10/39

FY.243	LE TIGER	Cochrane (Selby)	Amos & Smith (Hull)	 5.37	USN (1942/42); sold ../10/45.
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Requisitioned 3/10/39

FY.183	BERKSHIRE			36	Returned 11/11/45.
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FY.176	HERTFORDSHIRE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	36	USN (1942/42); returned 26/10/45.
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Requisitioned 14/10/39

FY.209	MELBOURNE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 4.36	Bombed German aircraft off Narvik 22/5/40.
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Requisitioned ../11/39

FY.1591	BENGAL			05	STAUNCH (1939), minesweeper (19...).
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Requisitioned 20/11/39

FY.316	GORSE			11	Returned 1/10/45.
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Requisitioned 23/11/39

FY.259	NEIL MACKAY	AG Seebeck (Wesermünde)	AG Seebeck (Wesermünde)	 8.35	Returned 25/10/45.
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Requisitioned 27/11/39

FY.85	BONTHORPE	Collingwood Shipyards	Collingwood Shipyards	17	RAN, minesweeper (1941).
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FY.271	BRITISH GUIANA			36	Returned 9/3/46.
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Requisitioned 29/11/39

.....	GOLDEN MILLER			10	Returned 12/9/45.
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Requisitioned 1/12/39

FY.272	BRITISH HONDURAS			37	Returned 24/1/46.
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Requisitioned 2/12/39					
FY.298	LOYAL FRIEND ex-Seaward, ex- Low Tide	J W Brooke (Lowestoft)		3. 12.19	Returned ../8/45.
REquisitioned 4/12/39					
FY.255	ELSIE RYKENS	.....	.....	.....35	Returned 24/11/45.
Requisitioned 20/12/39					
FY.291	BRANCH	.....	.....	.....08	Returned 14/2/46.
FY.279	CRANNOCK	.....	.....	.....11	Returned ../1/46.
FY.282	FISHER LAD ex-Admiral Startin, ex-White- cloud	Lea Shipbuilding (Canning Town)	.....	25. 8.20	Returned ../11/45.
FY.288	INVERCAIRN	.....	.....	.....16	Returned ../11/45.
Requisitioned 25/12/39					
FY.302	FAWN (i) ex-Primrose	.....	.....	.....15	Returned 16/2/46.
Requisitioned ../1/40					
.....	LADY LILLIAN	.....	.....	.....39	Bombed German aircraft west of Ireland 16/3/41.
Requisitioned 3/1/40					
.....	MEMENTO ex-Mayflower	.....	.....	.....	Returned 26/9/45.
Requisitioned 4/1/40					
.....	HELEN WEST ex-Bluster	W Thomas (Amlwch)	.....	.....19	Returned 7/8/45.
Requisitioned 6/1/40					
.....	HARVEST HOPE	.....	.....	.....11	Returned 3/10/45.
Requisitioned 8/1/40					
FY.337	COPIOUS ex-Current	J Chambers (Oulton Broad)	.....	3.12.19	Returned 6/7/45.
Requisitioned 24/1/40					
FY.283	LADY MADE- LEINE	.....	.....	.....39	Returned 13/2/46.
Requisitioned ../3/40					
FY.312	HELIER 2	Nylands Verksteder	Nylands Verksteder	36	Returned ../10/45.
Requisitioned 15/3/40					
.....	OCEAN LOVER ex-Gale	A Hall (Aberdeen)	.....	6. 6.19	Returned ../10/45.
Requisitioned ../5/40					
FY.293	CORCYRA	.....	.....	.....14	Water carrier (19...).
Requisitioned 27/5/40					
.....	LADY SHIRLEY	Cook, Welton & Gemmell (Beverley)	-do-	 4.37	Torpedoed German submarine U.374 Straits of Gibraltar 11/12/41.
Requisitioned 28/5/40					
4.151	ANDANES	.....	.....	.....16	Boom defence vessel (19...).
4.152	BUSH	.....	.....	.....08	Auxiliary patrol (19...).
4.146	GREAT ADMIRAL	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 2.08	Auxiliary patrol (19...).
4.148	KASTORIA	-do-	Amos & Smith (Hull)	 1.17	Minesweeper (1941).
FY.253	LADY ROSE- MARY	-do-	C D Holmes (Hull)	 9.37	Returned 18/5/46.
Requisitioned 31/5/40					
4.89	LADY HOGARTH	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	10.37	Returned 12/5/46.
Requisitioned ../6/40					
T.14	HEKTOR 1	Kaldnes (Tönsberg)	Kaldnes (Tönsberg)	29	SAN, RONDEVLEI (1940); returned 7/5/46.
T.514					
T.15	HEKTOR 2	-do-	-do-	29	SAN, SMALVLEI (1940); returned 7/5/46.
T.515					
Requisitioned 2/6/40					
4.172	CAPE MARIATO	.....	.....	.....36	Returned 22/12/45.
Requisitioned 8/6/40					
.....	ERIN	.....	.....	.....33	Blown-up Italian frogmen Gibraltar 18/1/42.
FY.306	HAARLEM	Cochrane (Selby)	Amos & Smith (Hull)	 3.38	Returned 24/5/46.
Seized 3/7/40					
FY.370	ASIE	.....	.....	.....14	Returned 24/4/46.
FY.362	L'ATLANTIQUE	Cochrane (Selby)	Amos & Smith (Hull)	20	Returned 4/4/46.
FY.363	NOTRE DAME DE FRANCE	Smiths Dock (Stockton)	Smiths Dock (Middlesbrough)	 3.31	Returned 14/12/45.
Requisitioned ../9/40					
.....	KOS XXII	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	37	Bombed German aircraft en route Crete/Alexandria 27/5/41.

.....	KOS XXIII	-do-	-do-	37	Scuttled Suda Bay 20/5/41.
Requisitioned ../10/40					
.....	KOS XIX	Framnes (Sandefjord)	Framnes (Sandefjord)	36	COCKER (1941); torpedoed German submarine U.331 off Bardia 3/6/42.
.....	KOS XXI	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	37	WHIPPET (1941); bombed German aircraft Eastern Mediterranean 4/10/41.
Requisitioned 25/10/40					
T.60	HELIER I	Kaldnes (Tönsberg)	Kaldnes (Tönsberg)	36	SAN, STANDERTON (1942); returned 19/2/46.
T.460					
Requisitioned ../12/40					
.....	GOS 8	Kaldnes (Tönsberg)	Kaldnes (Tönsberg)	36	BODO (1941); mined off east coast of Scotland 4/1/43.
FY.1725	GOS 9	-do-	-do-	37	NARVIK (1941); returned .././45.
Seized 26/12/40					
.....	JOSEPH DUHAMEL	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	12.29	MOWT (1941), French Navy (1944).
Requisitioned 27/12/40					
T.32	BLAAUWBERG	.....	.....	.....35	SAN; returned 7/5/46.
T.472					
Requisitioned ../3/41					
.....	FALK	.....	.....	.....37	Returned 24/4/46.
.....	KLO	Framnes (Sandefjord)	Framnes (Sandefjord)	37	Returned 24/4/46.
FY.359	KOS I	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 7.29	RNN SVOLVAER (1941/46); returned .././46.
4.322	KOS II	-do-	-do-	 7.29	RNN HORTEN (1941/46); returned .././46.
FY.203	KOS V	-do-	-do-	 7.29	RNN RISOR (1941/46); returned .././46.
FY.358	KOS VI	-do-	-do-	 7.29	RNN FARSUND (1941/46); returned .././46.
Requisitioned 14/3/41					
T.31	CEDARBERG	.....	.....	.....35	SAN; returned 7/5/46.
Requisitioned ../4/41					
FY.1697	KOS XX	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	36	RNN MOLDE (1941/46); returned .././46.
Requisitioned ../9/41					
FY.347	BUSEN 8	.....	.....	.....28	LURCHER (1941); returned 17/12/45.
FY.350	BUSEN 9	.....	.....	.....29	MASTIFF (ii) (1941); returned 8/12/45.
T.59	BUSEN 10	.....	.....	.....30	COLLIE (1941),
T.459					SAN PRETORIA (1942); returned ../1/46.

Auxiliary M/S Trawlers, Whalers and Drifters

Whaler conversion: AFRICANA.

313 tons gross:: 126 × 25 × 13 feet: IHP 500: one 12pdr AA gun: complement ...

Trawler conversions: ALFIE CAM, OLIVE CAM.

Drifter conversion: ARCADY.

One 20mm AA gun: complement ...

Trawler conversion: ARCTIC HUNTER.

One12pdr AA, two ·5in AA (1×2), two ·303in AA machine (2×1) guns; complement ...

Trawler conversion: BERYL II.

Whaler conversion: BOKSBURG.

240 tons gross: 115½ × 23 × feet: IHP 380: one 12pdr AA gun: complement ...

Right: The minesweeping drifter *Arcady* was armed with one 20mm AA gun; but there is no sweep gear evident, while a mast was stepped forward of the bridge with kite balloon gear at its head. A deck-stowed boat handled by a derrick has been added at the stern. (IWM)

Whaler conversion: BRAKPAN.

335 tons gross: 128½ × 26 × feet: IHP 550: one 12pdr AA gun: complement ...

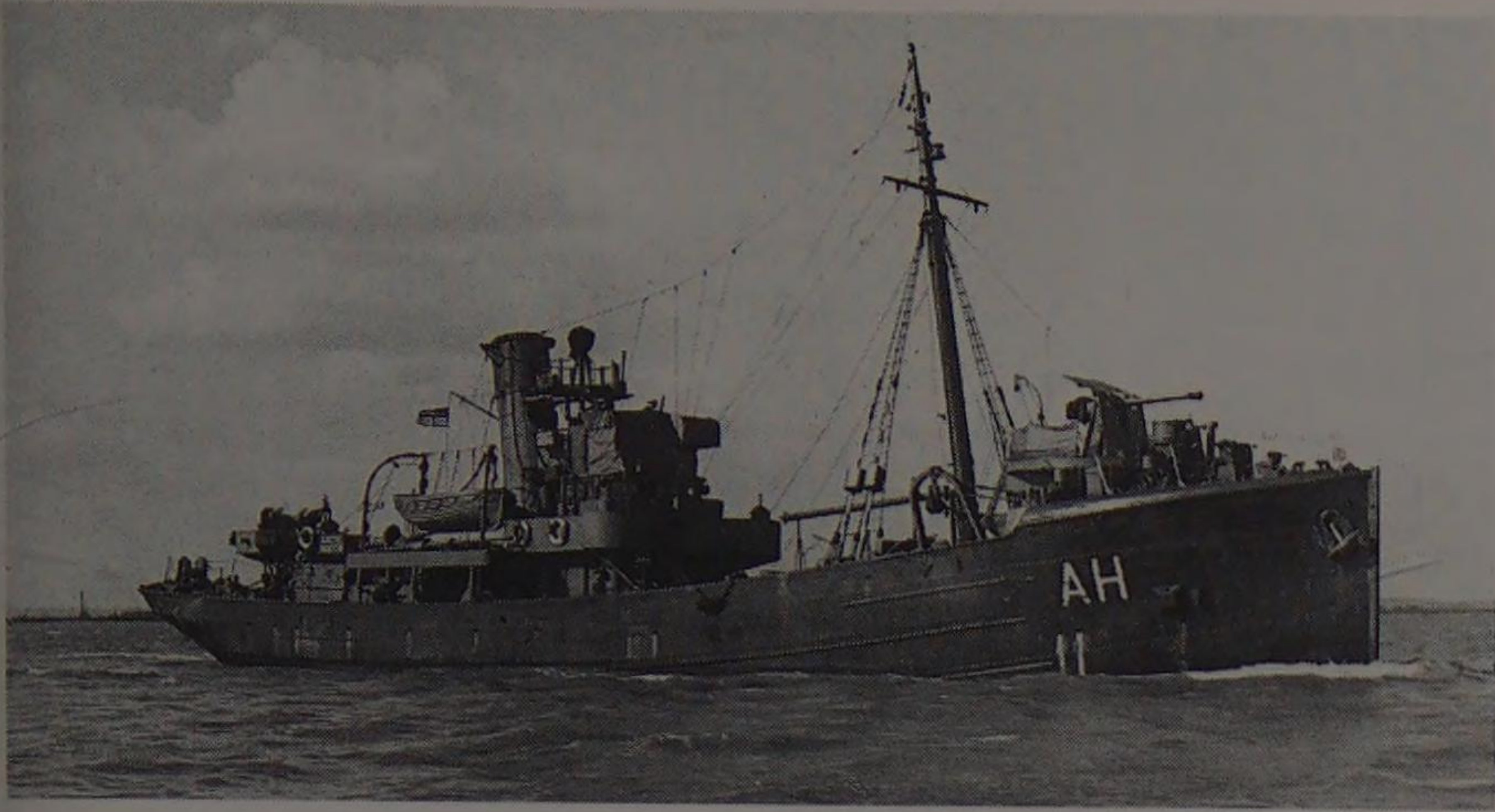
Trawler conversion: BROCK.

One 12pdr AA, one 20mm AA, two ·303in AA machine (2×1) guns: complement ...

Trawler conversion: DELPHINUS.

One 12pdr AA, two ·5in AA (1×2), two ·303in AA machine (2×1) guns: complement ...





Drifter conversion: FISHER BOY.

Two .303in AA machine (2×1) guns: complement ...

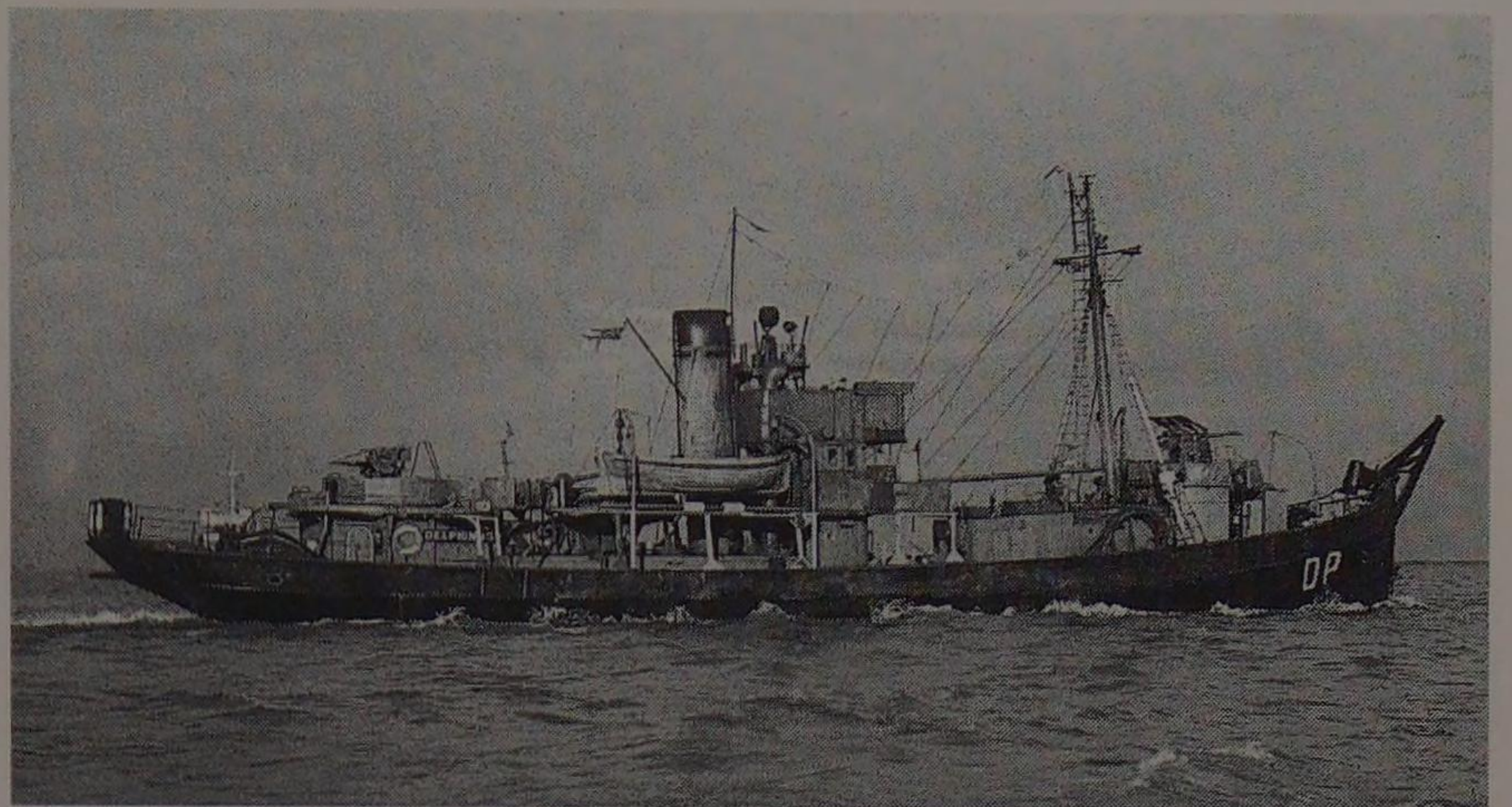
Whaler conversion: FLORIDA.

256 tons gross: 115½ × 23¾ × feet: IHP 630: one 6pdr, one 2pdr AA, four 20mm AA (4×1) guns: complement ...

Trawler conversion: FYLDEA.

One 12pdr AA, two .303in AA machine (2×1) guns: complement ...

Below: The minesweeping drifter *Fisher Boy* was armed with two .303in AA Hotchkiss machine guns mounted on each side over the wheelhouse. (IWM)



Above left: The minesweeping trawler *Arctic Hunter* was armed with a 12pdr AA gun forward, two .303in AA machine guns in the wings of the lower bridge, and twin .5in AA Vickers machine guns aft. The monkey island has been adapted as an upper bridge, and fitted with mattress protection; while a searchlight has been added forward of the funnel. (IWM)

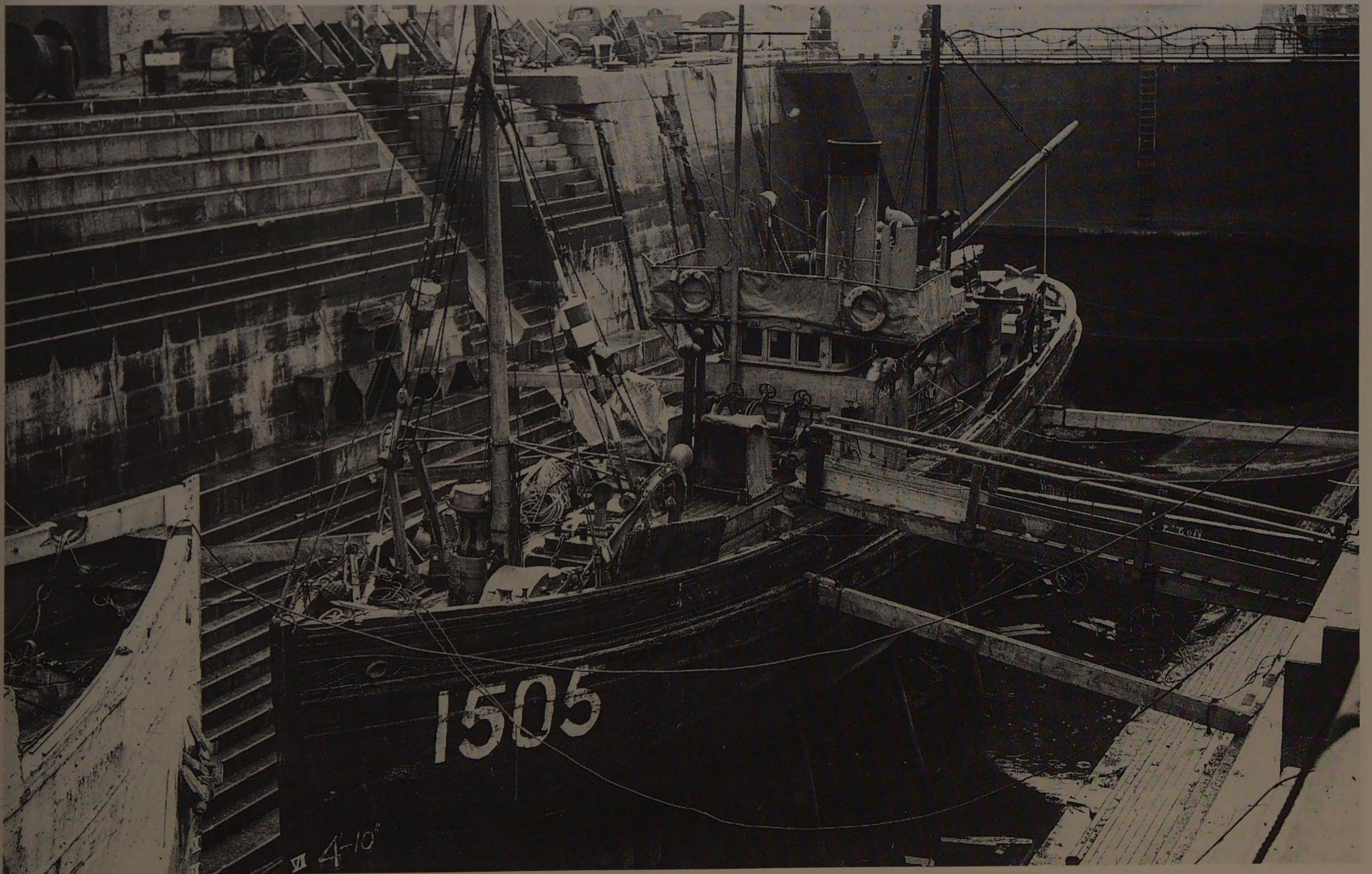
Above right: Unlike the more modern trawlers the *Delphinus* lacked the short fo'c'sle, so a deckhouse was added forward of the bridge, together with an open upper bridge and searchlight. She was first employed on auxiliary patrol work, then minesweeping; and was armed with one 12pdr AA gun, two .5in AA (1×2) Vickers, and two .303in AA (2×1) Hotchkiss machine guns. (IWM)

Drifter conversion: GILT EDGE.

One 20mm AA, two .303in AA machine (2×1) guns: complement ...

Trawler conversion: GOOLGWAI.

271 tons gross.





Top left: The minesweeping whaler *Florida* was armed with one 4in, three 20mm AA (3×1), and two .303in AA machine (2×1) guns. (SAN)

Top right: The minesweeping trawler *Fyldea* was armed with one 12pdr AA gun, two .5in AA (1×2) Vickers, and two .303in AA Hotchkiss machine (2×1) guns. (IWM)

Above left: The drifter *Gilt Edge* was first engaged in minesweeping, then in



danlaying; and was armed with a 20mm AA gun aft. A substantial open upper bridge has been added, together with a deck-stowed boat at the stern. (IWM)

Above right: The minesweeping trawler *Liberia* had deckhouses added forward, and an open upper bridge and searchlight provided over the wheelhouse. She was armed with one 12pdr AA gun, two .5in AA (1×2) Vickers, and two .303in AA machine (2×1) guns. (IWM)

Trawler conversions: GOONAMBEE, GOORANGAI.

222/223 tons gross respectively:

Trawler conversion: GUAVA.

134 tons gross: 100¾ (pp)/107 (oa) × 21 × 11d/.... feet: Ruston & Hornsby 6cyl (bore 12½in × 15in stroke) diesel engine BHP 330 = 10 knots, O.F. tons (.....nm @ ...k): one 12pdr AA, one .303in AA machine guns: complement ...

Whaler conversions: HEKTOR 3, *HEKTOR 4, HEKTOR 5, HEKTOR 7.

233 except * 234 tons gross: 113 (pp)/..... (oa) × 23¼ except * 23 × 13 except * 13¼d/... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 13½in:22in:37½in × 24in stroke) IHP 380 = 10 knots, O.F. tons (.....nm @ ...k): one 12pdr AA, three 20mm AA (3×1) guns: complement ...

Whaler conversion: HEKTOR 6.

315 tons gross: 127½ (pp)/..... (oa) × 25 × 14d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 15½in:26in:44in × 26in stroke) IHP 550 = 11 knots, O.F. tons (.....nm @ ...k): one 12pdr AA gun: complement ...

Whaler conversion: HEKTOR 9.

280 tons gross: 119¼ × 24¼ × feet: IHP 550: one 12pdr AA gun: complement ...

Whaler conversion: IMHOFF.

244 tons gross: 115¼ × 23 × feet: IHP 650 = 12 knots: one 12pdr AA gun: complement ...

Whaler conversion: JOHANNESBURG.

228 tons gross: 112¼ × 23 × feet: IHP 380: one 12pdr AA gun: complement ...

Trawler conversion: KOROWA.

Whaler conversions: KOS IV, *KOS VII, KOS VIII, KOS IX.

See under auxiliary A/S trawlers for details.

Whaler conversions: *KOS X, KOS XI, KOS XII, KOS XIII, KOS XIV, KOS XV, KOS XVI, KOS XVII, KOS XVIII.



Above left: The ex-Norwegian whaler *Seksern* was employed on minesweeping; and was armed with three 20mm AA (3×1)—one forward and two aft—and two .303in AA Hotchkiss machine (2×1) guns forward of the bridge. As there was no space aft for the electric LL sweep's large reel it was laid along both sides of the upper deck. (SAN)

Above right: The minesweeping trawler *Solon* was armed with a 12pdr AA gun forward, and two twin .303in AA Lewis machine guns in the wings of the lower bridge; and had the standard additions of an open upper bridge and searchlight. The apparent mainmast and two topped derricks belong to the cargo ship in the background. (IWM)

Below left: The *Lovania* was first employed as an auxiliary patrol, and then as a minesweeping, trawler; and was armed with a 12pdr AA gun forward, a .303in AA machine gun in each wing of the lower bridge, and a 20mm AA gun aft. An open upper bridge and searchlight were added over the wheelhouse;

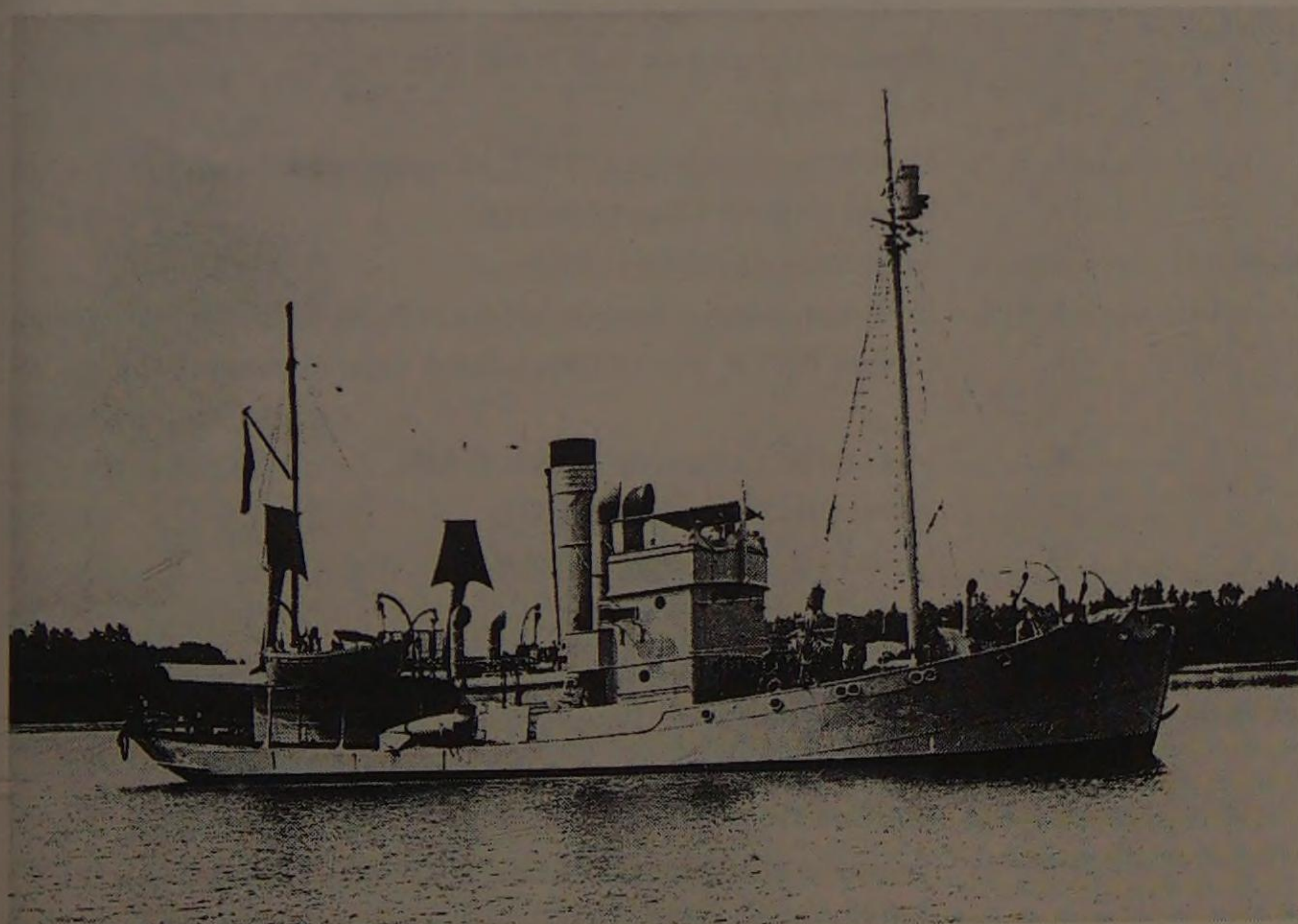


but she carried no ship's boats, and life saving requirements were met solely by Carley floats stowed on the casing aft of the funnel. (IWM)

Below right: The minesweeping drifter *Ocean Vim* could not accommodate the large reel aft for the LL electric sweep, so it was laid along both sides of the upper deck, and was manhandled to the stern for streaming; while there is the usual A-frame at the bow for the acoustic drum. A deckhouse and a small open upper bridge were added; and the only apparent armament is two single .303in AA Hotchkiss machine guns aft. (IWM)

Bottom left: The whalecatcher *Oryx* was first engaged on auxiliary patrol work, and then minesweeping; and has no visible armament. (IWM)

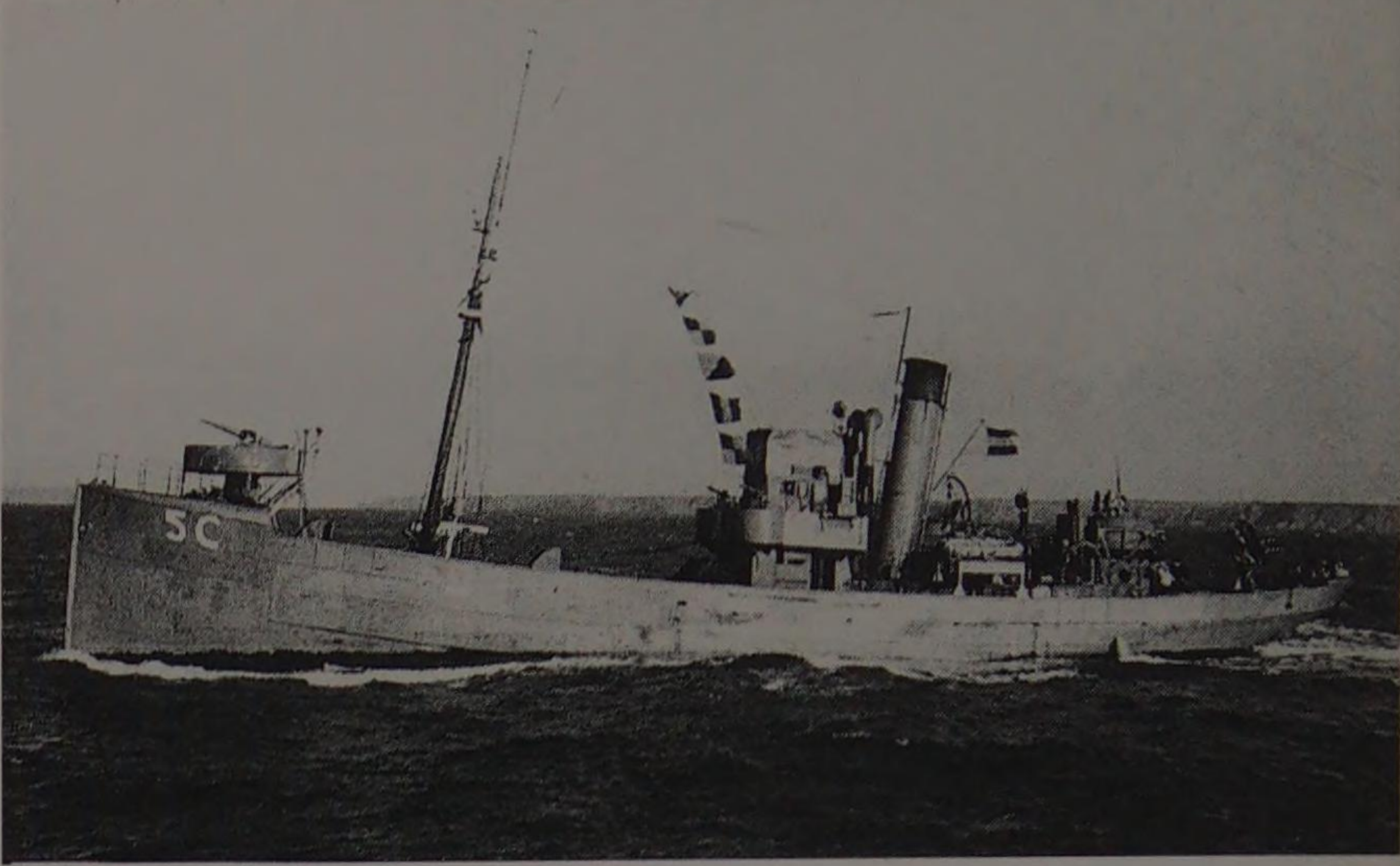
Bottom right: The ex-Belgian MFV *Rockall* was first employed on mine-sweeping, and then as a harbour service tender. No armament is visible. (IWM)





Above left: The minesweeping trawler *Wardour* was armed with one 12pdr AA, two .5in AA Vickers (1×2), and two .303in AA Hotchkiss machine (2×1) guns; and has the standard additions of an open upper bridge with mattress protection, a searchlight, and a stump mast fitted to the fore side of the funnel. Although still wearing her 2-letter identification on the hull, the flag hoist shows her pendant number FY.581. (IWM)

Above right: The auxiliary M/S trawler *Vikingbank* was requisitioned by the Royal Netherlands Navy in 1940, and escaped to the U.K. after the German



invasion of the Netherlands. She received the standard additions of an open upper bridge, a searchlight, and a stump mast fitted to the fore side of the funnel; and was taken over by the Royal Navy in 1942. She was originally armed with one 12.7mm AA and four 7.7mm (2×2) AA machine guns; but this was later altered to a 6pdr gun forward, a .303in AA Lewis machine gun in each wing of the lower bridge, a 20mm AA gun at the aft end of the casing, and a twin .5in AA Vickers machine gun at the stern. As shown by her flag hoist she was allocated the pendant number FY.1781. (IWM)

258 except * 260 tons gross: 119¾ (pp)/..... (oa) × 24 × 13½d/12 feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 14in:23in: 39in × 24in stroke) IHP 550 = 11 knots, O.F. tons (.....nm @ ...k): one 12pdr AA gun: complement ...

Whaler conversion: LANGLAAGTE, STELLENBERG.

250 tons gross: 116 × 24 × feet: IHP 450: one 12pdr AA gun: complement ...

Trawler conversion: LIBERIA.

One 12pdr AA, two .5in AA (1×2), two .303in AA machine (2×1) guns: complement ...

Trawler conversion: NAUTILUS.

290 tons gross: one 12pdr AA gun:

Drifter conversion: OCEAN VIM.

Two .303in AA machine (1×2) guns: complement ...

Whaler conversions: SEKSERN, SPRINGS.

249 tons gross: 116 × 23¾ × feet: IHP 380: one 6pdr, three 20mm AA (3×1), two .303in AA machine (2×1) guns: complement ...

Whaler conversion: SOUTHERN BARRIER.

See under auxiliary A/S whaler *Southern Isles* for details except one 3in, one 20mm AA, two .303in AA machine (2×1) guns.

Trawler conversion: WARDOUR.

One 12pdr AA, two .5in AA (1×2), two .303in AA machine (2×1) guns: complement ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Purchased ../7–8/39					
FY.715	ALAFOSS	.....	.....	.....29	Mercantile (name unchanged – 1946); sold ../../57.
FY.707	BOTANIC	.....	.....	.....28	Bombed German aircraft North Sea 18/2/42.
FY.709	CORENA	.....	.....	.....24	Sold ../4/46.
FY.844	DALMATIA	.....	.....	.....28	Mercantile <i>Westhawk</i> (1946); scrapped ../12/52.
FY.710	GULFOSS	.....	.....	.....29	Mined English Channel 9/3/41.
FY.692	KUNISHI	.....	.....	.....27	Mercantile <i>St Philip</i> (1946).
FY.704	LOCHERIBOLL	.....	.....	.....29	Collision <i>Sidney Sharman</i> off Start Point 12/10/45.
.....	OVERDALE WYKE	.....	.....	.....24	Ceylon RNVR, RN (1939), Ceylon Government (1946).
FY.706	STELLA LEONIS	.....	.....	.....28	Mercantile <i>Catharina Duyvis</i> (1945).
FY.618	SUMA	.....	.....	.....27	Mercantile <i>Coningsby</i> (1946).
FY.703	WAVEFLOWER	.....	.....	.....29	Mined off Aldeburgh 12/10/40.
Requisitioned ../8/39					
FY.1681	BEN BHEULAH	.....	.....	.....17	Returned 6/10/45.
FY.1680	BEN GULVAIN	.....	.....	.....14	Returned 3/8/46.
FY.1766	BEN IDRIS	.....	.....	.....31	Returned 18/9/45.
FY.702	CRESTFLOWER	.....	.....	.....30	Bombed German aircraft off Portsmouth 19/7/40.
FY.544	EBOR WYKE	.....	.....	.....29	Torpedoed German submarine U.979 off east coast of Iceland 2/4/45.
FY.1601					

FY.668	EQUERY			29	Returned 24/10/45.
FY.569	ERIMO			30	Returned 13/8/45.
FY.711	FORT ROYAL			31	Bombed German aircraft off Aberdeen 9/2/40.
FY.649	GOTH	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 8.25	Returned ../1/46.
FY.546	GRAMPIAN ex- <i>K'opanes</i>	-do-	-do-	10.30	Returned 5/3/46.
FY.595	LORD BEACONS- FIELD ex- <i>Tribune</i>	Cochrane (Selby)	C D Holmes (Hull)	 9.15	Returned ../9/39.
FY.672	LORD MELCHET	-do-	Amos & Smith (Hull)	 1.29	Danlayer (1944); returned 14/5/46.
FY.677	MONIMIA	-do-	-do-	 3.29	Returned 10/11/45.
Requisitioned 13/8/39					
FY.719	BROCK			14	Returned .././45.
FY.621					
Requisitioned 26/8/39					
FY.578	ARAGONITE			34	Mined off Deal 22/11/39.
FY.501	ASAMA			29	Bombed German aircraft Plymouth 21/3/41.
FY.507	BRECON CASTLE			16	Returned ../12/45.
FY.510	CAERPHILLY CASTLE			19	Returned 5/2/40.
FY.579	CAPE BARRA- COUTA			30	Patrol vessel (1940), minesweeper (1940); returned ../1/46.
FY.553	CHALCEDONY			28	Returned 13/5/46.
FY.508	CLYNE CASTLE			29	Wreck dispersal vessel (19...).
FY.509	CONWAY CASTLE			16	Returned ../10/45.
FY.542	DARNETT NESS			20	Danlayer (19...); returned 3/9/45.
Requisitioned 27/8/39					
FY.514	AVOLA			13	Returned ../4/46.
FY.1730					
FY.686	BRACONMOOR			31	Returned 6/8/46.
FY.590	BRITISH			30	Returned ../1/46.
T.5	DROMIO			29	Lost collision off Whitby 22/12/39.
FY.554					
FY.591	FLORIO			16	Returned ../1/40.
FY.506	HATSUSE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	27	Returned 9/12/39.
Requisitioned 28/8/39					
FY.559	ANDRADITE			34	Returned ../1/46.
FY.558	ARCTIC HUNTER			29	Returned ../5/45.
FY.1614					
FY.555	LORD GREY	Cochrane (Selby)	Amos & Smith (Hull)	11.28	Returned ../7/46.
FY.1593					
FY.556	LORD IRWIN	-do-	-do-	12.28	Returned 17/1/46.
FY.1617					
Requisitioned 29/8/39					
FY.533	ADMIRAL SIR JOHN LAWFORD			30	Wreck dispersal vessel (19...).
FY.513	AKRANES			29	Bombed German aircraft Bridlington Bay 4/7/41.
FY.560	ALEXANDRITE			33	Returned ../11/45.
FY.690	BEN DEARG			20	Returned 6/6/46.
FY.563	EARL KITCH-			15	For sale ../10/45.
FY.1633	ENER				
FY.557	LORD INCHCAPE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12.24	Mined off Plymouth 25/10/40, salvaged ../1/42; returned .././46.
FY.1611					
.....	NANIWA	Smiths Dock (Stockton)	Smiths Dock (Middlesbrough)	31	Returned 3/1/40.
FY.587	NORSE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12.30	Returned 20/4/46.
FY.1628					
Requisitioned 30/8/39					
FY.610	AKITA			39	Returned ../10/45.
FY.645	ALMANDINE			32	Returned 21/5/46.
FY.583	CARISBROOKE			28	Returned .././46.
FY.623	DORINDA			17	Returned 5/11/45.
.....	FLEMING			29	Bombed German aircraft off The Nore 24/7/40.
FY.685	GEORGE ROBB ex- <i>Elisel Carnie</i>	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	 7.30	Returned ../2/46.
FY.632	GREEN HOWARD	Cochrane (Selby)	C D Holmes (Hull)	 3.27	Danlayer (19...); returned 13/3/46.
FY.581	GREGORY ex- <i>Malmata</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 4.30	Returned 21/10/39.

FY.611	MUROTO	Smiths Dock (Stockton)	Smiths Dock (Middlesbrough)	31	Returned 20/11/44.
Requisitioned 31/8/39					
FY.914	ACHROITE	.....	.....	.....34	Returned ..8/45.
FY.653	ARKWRIGHT	.....	.....	.....30	Returned .././46.
FY.718	ARLEY	.....	.....	.....14	Mined North Sea 3/2/45 & foundered in tow.
FY.620					
FY.593	BUCKINGHAM	.....	.....	.....30	Boom defence vessel (19...).
FY.651	CAPE MELVILLE	.....	.....	.....29	Returned ../9/45.
FY.670	CAPE NYEMET-SKI	.....	.....	.....34	Returned 31/7/46.
	CAPE SPARTEL	.....	.....	.....29	Bombed German aircraft off the Humber 2/2/42.
FY.674	CURTANA	.....	.....	.....29	Returned 8/5/46.
FY.676	DARTHEMA	.....	.....	.....29	Returned 8/12/45.
FY.679	FILEY BAY	.....	.....	.....31	Returned 31/3/45.
FY.597	GLEN KIDSTON	Cochrane (Selby)	C D Holmes (Hull)	 5.30	Returned 4/12/39.
FY.661	HONJO	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	28	Blown-up Italian frogmen Gibraltar 18/1/42.
FY.589	KINGS GREY	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 4.15	Returned ../10/39.
FY.612	LOCH LEVEN	-do-	-do-	12.28	Returned 6/2/46.
FY.596	MALAYAN	-do-	-do-	11.30	STONEFLY (1939); returned 14/9/45.
FY.700					
FY.684	MOUNT KEEN	J Lewis (Aberdeen)	J Lewis (Aberdeen)	 7.36	Returned ../1/46.
FY.654	NAB WYKE	Cochrane (Selby)	C D Holmes (Hull)	 6.30	Returned 29/3/46.
.....	NOGI	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 2.23	Bombed German aircraft off Norfolk coast 23/6/41.
Requisitioned 1/9/39					
FY.1529	AVONSTREAM	.....	.....	.....15	Returned 19/7/45.
	CHARLES BOYES	.....	.....	.....18	Mined off East Coast of England 25/5/40.
FY.701	FANE	.....	.....	.....30	SNAKEFLY (1939); returned 10/10/45.
FY.575					
FY.666	FYLDEA	.....	.....	.....30	Returned 8/12/45.
FY.665	MARETTA	Cochrane (Selby)	Amos & Smith (Hull)	 6.29	Returned ../11/45.
FY.616	MILFORD PRINCESS	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	24	Returned 22/9/45.
FY.659	NODZU	-do-	-do-	29	Returned ../11/45.
Requisitioned ../9/39					
T.01	AFRICANA	.....	.....	.....30	SAN; returned ../4/47.
T.501					
T.20	BARBIANA	.....	.....	.....35	SAN; returned ../12/44.
T.21	BLUFF	.....	.....	.....35	SAN; returned 27/12/44.
T.521					
FY.1857	CHASSIRON	.....	.....	.....13	Returned 8/8/45.
	DISA	.....	.....	.....24	SAN; returned .././41.
FY.691	EDWARDIAN	.....	.....	.....31	Returned 5/1/46.
FY.673	FIREFLY	.....	.....	.....30	Returned 29/10/45.
	ex-St Just				
FY.74	GOORANGAI	Government Dockyard (Newcastle)	Government Dockyard (Newcastle)	19	RAN; collision mercantile <i>Duntroon</i> off Port Philip 20/11/40.
FY.557	HOVERFLY	Cochrane (Selby)	Great Central Co-op Engineering & Shiprepairing (Grimsby)	 9.17	Returned 15/1/45.
	ex-Euryalus, ex-Carbill				
FY.712	LACENNIA	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 2.31	Returned 31/12/45.
FY.694	LORD ASHFIELD	Cochrane (Selby)	Amos & Smith (Hull)	 7.29	Danlayer (19...); returned 13/7/46.
FY.03	MARAUDER	.....	.....	.....	RCN; returned .././45.
Requisitioned 2/9/39					
FY.678	CLEVELA	.....	.....	.....30	Returned 13/5/46.
FY.656	ELBURY	.....	.....	.....25	Returned ../7/45.
	ex-Pict				
FY.588	LUNE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	30	Wreck dispersal vessel (1944).
Requisitioned 3/9/39					
FY.682	EPINE	.....	.....	.....29	Returned ../1/46.
FY.568	GUNNER	Cochrane (Selby)	C D Holmes (Hull)	 4.27	Returned 23/10/45.
Requisitioned 4/9/39					
FY.877	LORD RODNEY	Goole Shipbuilding	C D Holmes (Hull)	 7.28	RASC (1943).
FY.595	LORINDA	Cook, Welton & Gemmell (Beverley)	-do-	10.28	Burnt-out Freetown 20/8/41.
Requisitioned 5/9/39					
FY.721	BENVOLIO	.....	.....	.....30	Mined off the Humber 23/2/40.
FY.722	CERESIO	.....	.....	.....15	Sold ../10/45.
FY.524					

FY.662	HATANO	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	25	Returned 21/5/46.
FY.639	KURD	Cochrane (Selby)	C D Holmes (Hull)	11.30	Mined off The Lizard 10/7/45.
FY.717	NEGRO	Cook, Welton & Gemmell (Beverley)	-do-	 2.32	Returned 12/5/45.
Requisitioned 7/9/39					
FY.71	BERYL II	.....	.....	.....13	RAN, boom defence vessel (19...).
FY.713	CORDELA	.....	.....	.....30	Returned ..3/46.
Requisitioned 12/9/39					
FY.200	BERNARD SHAW	.....	.....	.....29	Returned 5/9/45.
Requisitioned 13/9/39					
FY.605	BURKE	.....	.....	.....30	Wreck dispersal vessel (19...).
.....	CALVI	.....	.....	.....30	Bombed German aircraft off Dunkerque 29/5/40.
FY.75	GOOLGWAI ex-Almeria	Collingwood Shipbuilding	National Shipbuilding (Goderich)	19	RAN, surveying vessel (19...).
Requisitioned 15/9/39					
.....	BRAS D'OR ex-Lightship No. 25	.....	.....	.....01	RCN; lost cause unknown Gulf of St Lawrence 19/10/40.
.....	BRITISH CROWN	.....	.....	.....13	Returned 22/1/46.
Requisitioned ..10/39					
.....	ALGOA BAY	.....	.....	.....19	SAN; returned 9/12/40.
.....	AMOS	.....	.....	.....94	Returned ..12/39.
T.19	CRASSULA	.....	.....	.....35	SAN; returned 11/12/46.
T.519					
Requisitioned 2/10/39					
FY.749	BENACHIE	.....	.....	.....19	Tender (19...).
FY.748	GENIUS ex-Waft	Scott (Bowling)	.....	11. 9.19	Harbour service (19...).
FY.752	JUNE ROSE ex-Mildred W Lawson, ex-Icicle	A Hall (Aberdeen)	.....	.....18	Harbour service (19...).
Requisitioned 3/10/39					
FY.736	JUSTIFIER	.....	.....	.....25	Harbour service (19...).
Requisitioned 11/10/39					
4.24	ELK	.....	.....	.....02	Danlayer; mined Plymouth 27/11/40.
Requisitioned 20/10/39					
FY.891	FEACO	.....	.....	.....24	Returned 10/11/45.
Purchased ..11/39					
FY.1525	ALCMARIA	.....	.....	.....16	RNN (1940); returned ..9/45.
FY.1895	BALMORAL (i)	.....	.....	.....16	AVALANCHE (1940); returned ..5/45.
	CORTINA	.....	.....	.....13	Lost collision off the Humber 7/12/40.
FY.573	ELENA ex-Viola	.....	.....	.....05	Returned ..1/45.
FY.551	FORMIDABLE	.....	.....	.....17	FIDGET (1939), auxiliary patrol (1940).
FY.1800	LIBYAN	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12.13	Esso (1944).
Requisitioned ..11/39					
FY.734	ABRONIA	.....	.....	.....06	Foundered Thames 7/9/40, salvaged ..1/41 & scrapped ..1/47.
FY.727	AGNES WICK-FIELD	.....	.....	.....09	Returned ..12/45.
FY.576	EGERIA ex-Bellona	.....	.....	.....07	Danlayer, minesweeper (19...); returned 18/1/45.
FY.807	BEN TORC	.....	.....	.....15	Returned 13/4/46.
FY.898	CLIFTON	.....	.....	.....15	Returned 29/3/46.
FY.1591	STAUNCH ex-Bengal	.....	.....	.....05	Returned ..11/44.
FY.851	DRUMMER BOY	.....	.....	.....16	Returned 27/8/45.
FY.990	EAGER	.....	.....	.....12	Returned 6/6/46.
FY.852	EARL ESSEX	.....	.....	.....14	Returned 27/2/46.
FY.854	ETRUSCAN	.....	.....	.....13	Esso (1944).
FY.878	EXYAHNE	.....	.....	.....14	Returned 13/12/45.
FY.868	FENTONIAN	.....	.....	.....12	Esso (1944).
FY.587	FEZENTA	.....	.....	.....14	Returned 31/8/45.
FY.865	GAROLA	Cochrane (Selby)	C D Holmes (Hull)	 4.12	Esso (1944).
FY.544	GWENLLIAN	Smiths Dock (Middlesbrough)	W V V Lidgerwood (Glasgow)	 5.11	Returned 22/5/46.
FY.977	INTERNOS ex-Inter-Nos	.....	.....	.....08	Torpedo recovery vessel (1943)
.....	KIMBERLEY (ii)	Cochrane (Selby)	C D Holmes (Hull)	 7.02	MANLY (1940); returned 14/2/40.
FY.593	LIBRA (i)	Dundee Shipbuilding	MacColl & Pollock (Sunderland)	 5.12	TOCSIN (1940); returned ..9/45.

FY.957	LIBERTY (i)	.....	.....	.....03	LUNETTE (1945); returned .././46.
.....	LOCH ALSH	.....	.....	.....26	Bombed German aircraft off the Humber 30/1/42.
FY.930	LORD HOOD	.....	.....	.....25	Returned 12/4/46.
FY.777	MARANO	Cochrane (Selby)	Cooper & Greig (Dundee)	 9.16	Returned 8/1/45.
	<i>ex-Princess Victoria</i>				
FY.981	MARGARET	J Duthie Torry (Aberdeen)	Beardmore (Dalmuir)	11.20	RASC (1943); returned ../4/45.
	HIDE				
Requisitioned 11/11/39					
.....	KATHLEEN	J W Brooke (Lowestoft)	.....	16. 9.19	Returned 4/1/46.
	<i>ex-Breaker</i>				
Requisitioned 12/11/39					
FY.928	FEASIBLE	.....	.....	.....12	Returned 21/8/45.
Requisitioned 13/11/39					
FY.949	ASCONA	.....	.....	.....30	Returned ../1/46.
.....	LANNER	J Duthie Torry (Aberdeen)	W V V Lidgerwood (Glasgow)	12	RASC (1946).
Requisitioned 14/11/39					
FY.....	GIRL MARGARET	.....	.....	.....14	Boom defence vessel (19...).
Requisitioned 15/11/39					
.....	CHESTNUT	.....	.....	.....14	MAIDA (1939); mined off the North Foreland 30/11/40.
FY.950	HOSANNA	J Chambers (Lowestoft)	Crabtree (Great Yarmouth)	30	Returned ../8/45.
FY.929	LORD BARHAM	.....	.....	.....25	Returned 24/5/46.
.....	OCEAN SUN-LIGHT	A Hall (Aberdeen)	A Hall (Aberdeen)	... 6.29	Mined off Newhaven 13/6/40.
Requisitioned 16/11/39					
4.52	ALFREDIAN	.....	.....	.....13	Returned 4/9/46.
.....	FELLOWSHIP	.....	.....	.....14	RHN (1941/46); returned .././...
FY.923	JACKETA	.....	.....	.....26	Returned ../3/46.
Requisitioned 18/11/39					
FY.924	JOHN & NORA	.....	.....	.....13	Examination service (1944).
FY.1600	LORD SUFFOLK	J Chambers (Lowestoft)	W Burrell (Great Yarmouth)	 6.29	BANSHEE (1940); returned 25/1/46.
Re-requisitioned 13/11/39					
FY.951	OCEAN VIM	A Hall (Aberdeen)	A Hall (Aberdeen)	 5.30	Harbour service (1943).
Requisitioned 21/11/39					
FY.556	GLEN HEATHER	.....	.....	.....13	Returned 12/10/45.
FY.953	MERBREEZE	S Richards (Lowestoft)	S Richards (Lowestoft)	31	Sold .././47.
.....	MONARDA	Herd & McKenzie (Findochty)	J Lewis (Aberdeen)	16	Foundered Thames estuary 8/11/41.
Requisitioned 22/11/39					
FY.941	FAIRY KNOWE	.....	.....	.....13	Tug (1941).
FY.938	INDUSTRY	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	 6.07	Returned 19/12/45.
FY.935	JEANNIE LEASK	.....	.....	.....07	RAF REXMOOR (1943).
FY.910	LICHEN	.....	.....	.....11	Returned 11/9/46.
Requisitioned 23/11/39					
FY.958	JACKEVE	Lea Shipbuilding (Canning Town)	.....	31. 7.20	Returned 14/11/45.
	<i>ex-Stella Aurorae, ex-Whirlblast</i>				
Requisitioned 24/11/39					
FY.1514	B.T.B.	.....	.....	.....11	Returned 19/1/46.
FY.1511	BEN & LUCY	.....	.....	.....10	Tug (19...).
.....	BOY ALLAN	.....	.....	.....14	Lost collision Thames estuary 10/2/41.
.....	DEVON COUNTY	.....	.....	.....10	Mined Thames estuary 1/7/41.
FY.1516	EVENING PRIMROSE	.....	.....	.....11	Auxiliary patrol (19...).
FY.962	FRONS OLIVAE	.....	.....	.....16	Returned 12/3/46.
.....	GO AHEAD	Colby (Lowestoft)	W Burrell (Great Yarmouth)	19	Lost collision off Sheerness 18/11/40.
	<i>ex-Volume</i>				
FY.1518	JOHN ALFRED	.....	.....	.....13	Auxiliary patrol (1940).
Requisitioned 25/11/39					
FY.757	ATHENIAN	.....	.....	.....19	Esso (1944).
FY.931	AURILIA	.....	.....	.....14	Auxiliary patrol (19...).
FY.808	BEN GLAS	.....	.....	.....17	Esso (1944).
FY.765	BEN HEILEM	.....	.....	.....19	Returned ../4/46.
FY.1859	DARWEN	.....	.....	.....16	Returned 26/2/46.
.....	FORERUNNER	.....	.....	.....11	Lost collision Thames estuary 14/10/41.
FY.1510	GOLDEN NEWS	.....	.....	.....14	RAF (1943).
.....	HARVEST	Colby (Lowestoft)	.....	30. 7.18	Bombed German aircraft off East Coast of England 28/10/40.
	GLEANER				
	<i>ex-Satinstone, ex-Blizzard</i>				

Requisitioned 26/11/39

	ARACARI	.....	.....	.....08	Returned .././40.
4.11	GAVA	A Hall (Aberdeen)	A Hall (Aberdeen)	10.20	Tug (1942).
FY.1506	LORD CAVAN	.....	.....	.....15	Gunfire German shore batteries Dunkerque 1/6/40.
FY.943	M H STEPHEN <i>ex-Etesian</i>	G Smith (Buckie)	.....	31.10.18	Examination service (1941).
FY.1562	NAIRNSIDE	.....	.....	.....12	Ferry service (1942).

Requisitioned 27/11/39

FY.85	BONTHORPE	Collingwood Shipyards	Collingwood Shipyards	17	RAN; returned .././46.
FY.730	CALDY (i)	.....	.....	.....08	Returned 22/1/40.
FY.775	CALVERTON	.....	.....	.....13	Mined off the Humber 29/11/40.
.....	CONQUISTADOR	.....	.....	.....15	Lost collision Thames estuary 25/11/40.
FY.846	DELPHINUS	.....	.....	.....06	Returned ../7/45.
FY.853	EMILION	.....	.....	.....14	Mined Thames estuary 24/10/41.
FY.880	FLYING WING	.....	.....	.....15	Returned 7/8/46.
FY.963	GILT EDGE	.....	.....	.....16	Returned 10/8/45.
FY.965	GUIDE ON	.....	.....	.....17	Returned 27/6/46.
FY.857	KENNYMORE	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 3.14	Mined Thames estuary 25/11/40.
FY.776	LUDA LORD <i>ex-Margaret Duncan</i>	Cochrane (Selby)	-do-	 4.13	Esso (1944).

FY.1935	MARY A HASTIE	A Hall (Aberdeen)	A Hall (Aberdeen)	 8.30	Returned 5/9/45.
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Requisitioned 28/11/39

FY.987	COLVERDALE			07	Harbour service (19...).
FY.767	ELIZABETH ANGELA			28	Bombed German aircraft The Downs 13/8/40.
FY.1505	FISHER BOY (i)	.....	.....	.....14	Returned 24/7/46.
FY.729	INVERFORTH <i>ex-Jacinth</i>	Cochrane (Selby)	C D Holmes (Hull)	 2.14	Returned 12/4/46.
FY.03	MARAUDER	.....	.....	.....	RCN; returned .././45.
FY.1508	MARE	.....	.....	.....11	Patrol vessel (19...).
FY.760	NEW COMET	A Hall (Aberdeen)	A Hall (Aberdeen)	 3.15	Esso (1943).

Requisitioned 29/11/39

FY.791	CAYRIAN	.....	.....	.....11	Returned ../12/45.
FY.1539	CONSOLATION <i>ex-Eyedale, ex-Sleet</i>	J W Brooke (Lowestoft)	.....	6.11.18	M/S; returned ../9/45.
	DESIREE	.....	.....	.....12	Mined Thames estuary 16/1/41.
FY.873	EMPYRIAN	.....	.....	.....14	Esso (19...).
FY.980	JENNY IRVIN <i>ex-Gulf Stream</i>	Colby (Lowestoft)	.....	10. 9.19	RAF (1943).
.....	LUDA LADY <i>ex-Elmo, ex-Mena</i>	Cochrane (Selby)	C D Holmes (Hull)	 9.14	Mined off the Humber 22/1/41.

Re-requisitioned 29/11/39

.....	OCEAN LIFE-BUOY	A Hall (Aberdeen)	A Hall (Aberdeen)	 6.29	Returned 26/1/46.
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Requisitioned 30/11/39

.....	CASTLE BAY <i>ex-Dayspring</i>	Fellows (Great Yarmouth)		19.12.17	Returned ../7/46.
FY.1635	JEANNIE	.....	.....	.....15	Harbour service (1940).
.....	MCINTOSH	.....	.....	.....13	Returned 15/3/46.
FY.1517	LIZZIE BIRREL	.....	.....	.....5.30	Returned 26/9/45.

Requisitioned 1/12/39

FY.1962	GOWAN	.....	.....	.....07	Returned 5/3/46.
FY.1524	KINDRED STAR	J Chambers (Lowestoft)	W Burrell (Great Yarmouth)	30	Returned 27/2/46.

Requisitioned ../12/39

FY.976	INVERUGIE	.....	.....	.....08	Barrage balloon vessel (1940).
.....	NAUTILUS (i)	.....	.....	.....29	Danlayer; lost cause unknown Dunkerque 29/5/40.

Requisitioned 2/12/39

.....	DAROGAH	.....	.....	.....14	Mined Thames estuary 27/1/41.
FY.1645	EVERTON	.....	.....	.....15	Danlayer (19...), auxiliary patrol (19...).
FY.964	GLOW	A Hall (Aberdeen)		21.11.18	Harbour service (19...).

Requisitioned 2/12/39

.....	JUSTIFIED			25	Mined off Malta 16/6/42.
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Requisitioned 3/12/39

.....	CHARDE <i>ex-Hurricane</i>	Richards (Lowestoft)		5. 4.19	Lost collision off Portsmouth 21/6/40.
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Requisitioned 4/12/39

4.49	GUELDER ROSE				Danlayer, examination service (19...).
.....	HYAENA	Mackie & Thomson (Glasgow)	Muir & Houston (Glasgow)	 9.03	Returned 10/2/40.
	<i>ex-Ellesmere</i>				

Requisitioned 5/12/39

FY.1543	EUNICE & NELLY	A Hall (Aberdeen)	.....	25.10.18	Torpedo recovery vessel (1943).
	<i>ex-Florence Pritchard, ex-Froth</i>				

Requisitioned 7/12/39

.....	CALIPH			06	Returned 13/1/40.
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Requisitioned 8/12/39

FY.1552	CORAL BANK			14	Returned MOT 8/5/46.
.....	GLEN ALBYN			09	Mined Loch Ewe 23/12/39.
FY.1544	GOWAN CRAIG	.....	.....	.....15	Returned 29/6/46.
FY.1528	HARVEST REAPER	.....	.....	.....25	Returned 27/7/46.
.....	JEWEL	.....	.....	.....08	Mined off Belfast Lough 18/5/41.

Requisitioned 9/12/39

FY.985	BETTY INGLIS	.....	.....	.....95	Harbour service (19...).
FY.1505	CONCORDIA	.....	.....	.....13	Returned 5/6/46.
.....	GLEAM ON	J Chambers (Oulton Broad)	J Chambers (Oulton Broad)	9. 3.20	Examination service (19...); returned 21/12/45.
	<i>ex-Flurry</i>				
FY.1556	GLOAMIN	G & T Smith (Rye)	.....	22. 1.20	Returned 12/3/45.
	<i>ex-Beatrice Eves, ex-Doldrum</i>				
FY.1534	GOLDEN EFFORT	.....	.....	.....14	Lost unknown cause off Greenock 23/9/43.
FY.591	GREEN PAST-URES	G Innes (Macduff)	.....	1. 4.20	Tender (1943); returned 21/12/45.
	<i>ex-Midnight Sun, ex-Ina Adam, ex-Thunderbolt</i>				

Requisitioned 13/12/39

.....	COMFORT (i)				Danlayer; collision minesweeper LYDD off Dover 29/5/40.
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Requisitioned 20/12/39

.....	MANX PRINCE	Cochrane (Selby)	C D Holmes (Hull)	 6.10	Mined off the Humber 28/11/40.
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Requisitioned 21/12/39

FY.351	GUIDING LIGHT			11	Returned 14/6/45.
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Purchased .././40

FY.1927	ESTRELLA D'ALVA			09	SUNBURST (1942); sold ../1/46.
FY.1916	ESTRELLA DO MAR			14	DUSK (1942); sold .././46.
.....	GEMMA	Canadian Car & Foundry (Fort William)	Chicago Marine Iron Works	18	Sold Trinidad .././49.

Requisitioned .././40

T.41	ALBERT HULETT	.....	.....	.....29	SAN, LANGLAATE (1941); returned .././47.
T.441					
Z.25	FLORES	.....	.....	.....	RCN; returned 22/3/44.
T.53	IMHOFF	Nylands (Oslo)	Nylands (Oslo)	27	SAN; returned .././47.
T.453					
FY.092	NAUTILUS (ii)	H C Stülcken (Hamburg)	H C Stülcken (Hamburg)	13	RIN, RDF calibrating ship (1943); returned .././46.
	<i>ex-Tiger's Eye, ex-Node</i>				
T.18	ARISTEA	.....	.....	.....35	SAN; returned 27/12/44.
T.10	ARUM	.....	.....	.....26	SAN; returned 26/10/44.
4.447	CONTROLLER	.....	.....	.....13	Danlayer, auxiliary patrol (19...).
FY.1719	DESTINN	.....	.....	.....14	Water carrier (19...).
FY.745	GOLDEN VIEW	Colby (Lowestoft)	.....	18.10.18	Returned ../3/46.
	<i>ex-Tiger's Eye, ex-Node</i>				

T.01	GRIMWOOD	Jarlsö (Tönsberg)	Frederikstad Mekaniske Verksteder	24	SAN; returned 24/4/46.
T.501	<i>ex-S H Grimwood</i>				
T.05	LARSEN	Porsgrunds Mekaniske Vaerksted	Porsgrunds Mekaniske Vaerksted	24	SAN; returned 24/4/46.
T.505	<i>ex-A E Larsen</i>				
T.11	NERINE	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	10.25	SAN; returned 26/10/44.
T.511					

Requisitioned 6/1/40

FY.1669	CRAIGMILLAR			05	Returned 29/11/45.
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Requisitioned 7/1/40

.....	EILEEN DUNCAN			10	Bombed German aircraft off North Shields 30/9/41.
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FY.1677	JEAN EDMONDS ex-Ann Lewis, ex- Fifth Lancer, ex- Ann Lewis	Cochrane (Selby)	J Abernethy (Aberdeen)	 8.16	Returned 25/9/45.
FY.1662	JOHN STEPHEN ex-Meroa	J Duthie Torry (Aberdeen)	W Beardmore (Coatbridge)	 7.20	Returned 16/1/40.
Requisitioned 10/1/40					
FY.554	DANE	.....	.....	.....11	Returned ..1/46.
Requisitioned 13/1/40					
FY.1818	BEN MEIDIE	.....	.....	.....17	Returned 23/3/46.
Requisitioned 23/1/40					
.....	DEWY EVE	.....	.....	.....16	Lost collision Scapa Flow 9/6/40.
Requisitioned 26/1/40					
FY.1850	CALVINIA	.....	.....	.....01	Danlayer, minesweeper (19...); returned 29/11/43.
.....	DOLORES ex-Rainbow	.....	.....	.....06	Danlayer; returned 11/2/44.
FY.779	LOCH RANNOCH	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	11.01	Danlayer, minesweeper (19...); returned 24/1/44.
Requisitioned ..2/40					
FY.558	DOROTHY LAM- BERT	.....	.....	.....23	Danlayer (19...); returned 25/2/46.
.....	MARCONI	Cochrane (Selby)	C D Holmes (Hull)	 6.16	Lost collision off Harwich 20/9/41.
FY.863	OCEAN VIEW ex-Melgum	A Hall (Aberdeen)	H W Lewis (Aberdeen)	 5.30	Returned ..12/45.
Requisitioned 3/2/40					
FY.155	BEN ROY	.....	.....	.....29	Returned 8/10/45.
Requisitioned 5/2/40					
FY.741	HARLECH CASTLE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 4.16	Returned 2/5/46.
Purchased 6/2/40					
.....	BURNBANKS	.....	.....	.....05	Danlayer; sold 11/2/44.
Requisitioned 10/2/40					
FY.500	CASWELL	.....	.....	.....17	Danlayer (19...); returned .././46.
Requisitioned 12/2/40					
FY.1636	EUCLASE	.....	.....	.....31	Returned 4/4/46.
Requisitioned 15/2/40					
FY.1945	ANN MELVILLE	.....	.....	.....09	Esso (1944).
Requisitioned 17/2/40					
FY.571	ELDORADO	.....	.....	.....02	Danlayer, minesweeper (1940); returned 19/11/41.
FY.820	NEWHAVEN N.B.	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	 8.09	Danlayer, minesweeper (19...); returned 26/2/45.
Requisitioned 20/2/40					
FY.253	FINTRAY	.....	.....	.....06	Danlayer, minesweeper (1940); returned 8/1/45.
Requisitioned 22/2/40					
FY.730	KING EMPEROR	Dundee Shipbuilding	W V V Lidgerwood (Glasgow)	12.14	Esso (1943).
Requisitioned 23/2/40					
FY.1569	BEN URIE	.....	.....	.....16	Returned 11/9/46.
Requisitioned 27/2/40					
FY.999	BEN EARN	.....	.....	.....16	Returned 4/4/46.
FY.718	GULA	.....	.....	.....36	Danlayer, harbour service (1941).
Requisitioned 28/2/40					
FY.503	BILSDEAN	.....	.....	.....17	Returned ../11/45.
Requisitioned 29/2/40					
FY.534	CLOTILDE	.....	.....	.....13	Returned 14/12/45.
FY.543	CONTENDER	.....	.....	.....30	Returned ../10/45.
Fy.782	LOWTHER ex-Miletus	Livingstone & Cooper (Hessle)	C D Holmes (Hull)	 8.15	Returned 18/1/46.
Purchased ../3/40					
FY.1863	MARIOUT ex-Katina K, ex- Inayet, ex-Nusret, ex-Cité de Djerba, ex-Egoulevent	Fgs & Ch de la Méditerranée (La Seyne)	Fgs & Ch de la Méditerranée (Marseilles)	18	Boom defence vessel (1943).
Requisitioned 4/3/40					
FY.997	BEN BHRACKIE	.....	.....	.....16	Returned 22/12/45.
FY.570	DUNRAVEN CASTLE	.....	.....	.....17	Returned 7/9/45.
Requisitioned 7/3/40					
FY.816	MEWSLADE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 4.16	Returned 4/4/46.
Requisitioned 15/3/40					
.....	OCEAN LOVER ex-Gale	A Hall (Aberdeen)	.....	6. 6.19	Patrol vessel (1941).

Requisitioned 16/3/40

FY.1693 BOUVET 1	.....	.....	.....	30	Returned ../4/46.
FY.1695 BOUVET 2	.....	.....	.....	30	Returned ../4/46.
FY.1698 BOUVET 3	.....	.....	.....	30	Returned 16/4/46.
FY.1701 BOUVET 4				30	Returned 26/4/46.

Requisitioned ../4/40

FY..... ABERDOUR				08	Barrage balloon vessel (1940).
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Requisitioned 10/4/40

FY.518 EROICAN				14	Danlayer, M/S (1942), Esso (1944).
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Purchased 19/4/40

..... MOED EN WERK	Beliard & Crighton (Oostende)	Humboldt Deutzmotoren (Köln)		31	Danlayer, ACRASIA (1940), patrol vessel (19...).
ex-Jean-Antoine,					
ex-Belle-Teste, ex-					
Annie Madeleine					

Captured 23/4/40

FY.1663 FRIESLAND				21	Sold 26/9/46.
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Purchased 23/4/40

FY.1740 EL MENZALEH				17	TORNADO (1940); sold ../4/46.
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Requisitioned 25/4/40

ALBERIC				10	Collision destroyer ST ALBANS off Scapa Flow 3/5/41.
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Requisitioned ../5/40

FY.284 ABIDING STAR				17	De-gaussing vessel (1941).
FY.1779 GERBERDINA	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)		4.12	RNethN (1946).
JOHANNA					
ex-Jenny Elsa,					
ex-Fuji					

Requisitioned 2/5/40

FY.1646 ELSIE CAM				22	Returned 14/1/46.
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Requisitioned 5/5/40

FY.1651 CADORNA				17	Returned 4/5/45.
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Requisitioned 11/5/40

FY.1733 EWALD				13	RNethN; returned .././45.
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Requisitioned 16/5/40

FY.1651 OCEAN PIONEER				15	De-gaussing vessel (1941).
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Re-requisitioned 21/5/40

FY.1662 JOHN STEPHEN	J Duthie Torry (Aberdeen)	W Beardmore (Coatbridge)		7.20	Returned 13/11/45.
ex-Meroa					

Requisitioned 27/5/40

4.131 DHOON	.....	.....	.....	15	DHOON GLEN (1943); returned 1/6/46.
4.134 EDWINA	.....	.....	.....	15	Returned 1/5/45.
4.138 JACINTA	Cochrane (Selby)	C D Holmes (Hull)	.....	12.15	Wreck dispersal vessel (1944).

Requisitioned 28/5/40

4.163 CAULONIA	.....	.....	.....	12	Wrecked Rye Bay 31/3/43.
FY.1650 HEKLA	Cochrane (Selby)	C D Holmes (Hull)	.....	9.29	LIBERATOR (1940); returned 1/5/46.
4.148 KASTORIA	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	.....	1.17	Returned ../7/46.

Re-requisitioned 29/5/40

FY.988 FLORIO	.....	.....	.....	16	Returned .././45.
FY.1560 FRANC TIREUR	.....	.....	.....	16	Torpedoed German MTB S.... off Harwich 25/9/43.
Z.249 GEORGE D IRVIN	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	.....	6.11	Returned ../7/45.

Requisitioned 30/5/40

FY.1561 NORLAND	Cochrane (Selby)	Great Central Co-op Engineer- ing & Shiprepairing (Grimsby)	.....	1.16	Returned 11/10/45.
ex-Prefect					

Requisitioned 31/5/40

4.169 LOMBARD	Cochrane (Selby)	Amos & Smith (Hull)		9.09	Returned ../12/45.
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Requisitioned 1/6/40

4.07 LACERTA	Cochrane (Selby)	Amos & Smith (Hull)		6.11	Returned 7/2/46.
FY.1858 NIGHT HAWK	-do-	C D Holmes (Hull)	.....	1.16	Returned 29/8/46.

Re-requisitioned 1/6/40

FY.608 LORD BEACONS- FIELD	Cochrane (Selby)	C D Holmes (Hull)	.....	9.15	Wrecked place unknown 17/10/45.
ex-Tribune					

Requisitioned ../6/40

FY.1747 ALMA	.....	.....	.....	15	RNethN, RN (1943); returned .././45.
FY.1739 AMSTERDAM	.....	.....	.....	13	RNethN, RN (1943); returned 20/3/46.
FY.932 BERGEN	.....	.....	.....	07	RNethN, RN (1942), RNethN (1944).
FY.1713 BRUINSVISCH	.....	.....	.....	29	RNethN, RN Esso (1945).
FY.1716 CLAESJE	.....	.....	.....	33	RNethN; returned ../10/45.

FY.1745 DIRKJE	.....	.....	.....34	RNethN; returned ../7/45.
FY.1743 ENAVANT	.....	.....	.....11	RNethN, RN (1943); returned 29/11/45.
ENERN	.....	.....	.....29	RNethN; returned 12/10/45.
FY.756 EVELINE	.....	.....	.....12	RNethN, lost collision off Milford 27/1/42.
FY.599 GENERAL BOTH A	Cochrane (Selby)	A Hall (Aberdeen)	11.16	Returned 19/11/45.
FY.1731 HERCULES (i) <i>ex-Marshal Oyama</i>	Earle's (Hull)	Earle's (Hull)	10.05	RNethN, RN (1942); returned 28/1/46.
FY.1866 HEROINE <i>ex-Hero</i>	Dundee Shipbuilding	W V V Lidgerwood (Glasgow)	11.07	Esso (1944).
FY.896 ISABEL	Mackie & Thomson (Glasgow)	W V V Lidgerwood (Glasgow)	 5.06	RNethN, RN water carrier (1944).
FY.1783 JACQUELINE CLASINE <i>ex-Persia</i>	Smiths Dock (North Shields)	MacColl & Pollock (Sunderland)	10.06	RNethN, RN Esso (1943).
FY.867 LIBRA (ii) <i>ex-Aboyne</i>	J Duthie Torry (Aberdeen)	W V V Lidgerwood (Glasgow)	 2.08	RNethN, RN (1943); returned 23/9/45.
FY.895 MARIA ELISA-BETH	A Pannevis (Alphen a/d Rijn)	Hera (Ijmuiden)	12.29	RNethN, RN Esso (1944).
FY.1722 NEBB <i>ex-Hektor 11</i>	Akers (Oslo)	Akers (Oslo)	30	Returned .././46.
FY.1906 NORDHAV II <i>ex-Sweeper</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 5.13	Torpedoed German submarine U.711 off Montrose 10/3/45.
Re-requisitioned ../6/40				
FY.1873 GREGORY <i>ex-Malmata</i>	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 4.30	Returned 4/7/45.
FY.1749 HATSUSE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	27	Returned 15/7/46.
FY.502 KINGS GREY	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 4.15	Danlayer (19...); returned 26/9/46.
FY.1785 MARIA R OMMERING <i>ex-Irene Wray</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	12.14	RNethN, RN (1943); returned ../7/46.
Purchased 2/6/40				
4.119 AMPULLA	.....	.....	.....13	Sold .././46.
Requisitioned 2/6/40				
4.176 LADY ESTELLE	.....	.....	.....14	Returned 16/9/46.
Requisitioned 3/6/40				
FY.1939 ARNOLD BENNET	.....	.....	.....30	Returned 3/7/45.
FY.1559 DONNA NOOK	.....	.....	.....16	Lost collision North Sea 25/9/43.
Requisitioned 4/6/40				
FY.1809 ARMANA	.....	.....	.....30	Returned ../11/45.
FY..... BEN TARBERT	.....	.....	.....12	Returned .././46.
Requisitioned 6/6/40				
FY.1715 FLANDRE	.....	.....	.....15	Returned 13/3/45.
FY.1819 MORAVIA	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 2.17	Mined North Sea 14/3/43.
Requisitioned 8/6/40				
FY.1886 AVANTURINE (ii)	.....	.....	.....30	Torpedoed German MTB S..... off Beachy Head 1/12/43.
FY.113 COMMANDER EVANS	.....	.....	.....24	Danlayer (19...); returned 28/8/45.
4.71 GALVANI	.....	.....	.....29	Returned 28/8/45.
Requisitioned 9/6/40				
..... FRANCOLIN <i>ex-Faraday</i>	.....	.....	.....16	Bombed German aircraft off Cromer 12/11/41.
Requisitioned 11/6/40				
4.120 AMROTH CASTLE	.....	.....	.....13	Returned 12/12/44.
BEN GAIRN	.....	.....	.....16	Bombed German aircraft Lowestoft 4/5/41.
4.86 HELVETIA	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 3.17	Returned 18/10/45.
Requisitioned 12/6/40				
FY.111 COMMANDER HOLBROOK	.....	.....	.....15	Returned 12/11/45.
FY.516 COMMANDER NASMITH	.....	.....	.....15	Returned 10/5/45.
FY.942 LOVANIA <i>ex-Ninus</i>	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 4.12	Returned ../2/46.
Requisitioned 22/6/40				
FY.93 DURRAWEEEN	.....	.....	.....10	RAN; returned .././46.
Requisitioned 25/6/40				
FY.336 BEN BREAC	.....	.....	.....16	Esso (1944).

Requisitioned 26/6/40

FY.1777	MARJORIE M HASTIE	A Hall (Aberdeen)	A Hall (Aberdeen)	 8.30	Returned ../11/45.
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Requisitioned 28/6/40

FY.94	GOONAMBEE	Government Dockyard (Newcastle)	Government Dockyard (Newcastle)	19	RAN; sold ../9/44.
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Purchased ../7/40

FY.266	ALASTOR <i>ex-Administrateur de Bournat</i>			25	BRETWALDA (1940); sold 6/5/46.
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Requisitioned ../7/40

.....	GOS 1	Jarlsö (Tönsberg)	Kaldnes (Tönsberg)	27	MOSS (1941); returned ../6/45.
FY.836	GOS 3	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	28	BILLOW (1941); returned ../9/45.
.....	GOS 4	Akers (Oslo)	Akers (Oslo)	28	BLIZZARD (1941); returned ../8/45.
.....	GOS 6	Kaldnes (Tönsberg)	Kaldnes (Tönsberg)	35	BOREALIS (1941); returned 30/10/45.
.....	GOS 7	-do-	-do-	35	CALM (1941); returned 30/10/45.
T.22	HEKTOR 3	Jarlsö (Tönsberg)	Frederikstad Mekaniske Verksteder	29	SAN, SOETVLEI (1940); returned 25/6/46.
T.462					
T.23	HEKTOR 4	Frederikstad Mekaniske Verksteder	-do-	29	SAN, BRAKVLEI (1940); returned 25/6/46.
T.463					
T.24	HEKTOR 5	Jarlsö (Tönsberg)	-do-	29	SAN, HEKTOR (1940); returned 25/6/46.
T.464					
J.393	HVALIV <i>ex-Star II</i>	Nylands (Oslo)	Nylands (Oslo)	29	Returned ../3/46.
FY.1956	KOS XV	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	32	RNN GRIMSTAD (1941/46); returned ../1/46.
FY.....	KOS XVI	-do-	-do-	32	Lost collision North Sea 24/8/41.
FY.1847	KOS XVII	-do-	-do-	32	RNN HARSTAD (1941/46); torpedoed German MTB S.... off Lyme Bay 26/2/43.

Requisitioned 1/7/40

FY.....	DOROTHY GRAY			08	Patrol vessel (19...).
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Seized 3/7/40

FY.1841	AIGLON			07	Returned ../7/46.
FY.1798	ANDRE LOUIS			07	Returned 3/4/44.
FY.1708	ANGELE MARIE	.....	.....	.....29	Returned 4/7/44.
FY.1867	ARGO	.....	.....	.....38	Returned 19/2/46.
FY.340	CAP D'ANTIFER	.....	.....	.....91	Torpedoed German MTB S.... off the Humber 13/2/44.
FY.1797	CAP FERRAT	.....	.....	.....38	Returned 28/6/46.
FY.1804	CHARLES VAIL-LANT	.....	.....	.....16	Returned ../6/46.
FY.1793	CHASSE-MAREE	.....	.....	.....20	Esso (19...).
FY.1919	CONGRE	.....	.....	.....18	Esso (19...).
FY.273	EASTERN DAWN	.....	.....	.....08	DGV; paid-off ../8/43.
.....	ECHO	.....	.....	.....37	Harbour service (19..).
.....	ELISABETH THERESE	.....	.....	.....34	RASC (1944); lost cause & place unknown 4/7/45.
FY.1778	FRÈRES COQUELIN	.....	.....	.....34	RASC (1943); returned ../2/46.
.....	HENRIETTE (ii)	Bonn & Mees (Rotterdam)	Amos & Smith (Hull)	06	Mined off the Humber 26/12/41.
.....	JEAN RIBAUT	Beliard Crighton (Oostende)	Humboldt-Deutzmotoren (Köln)	36	Harbour service (19...).
.....	KERYADO	Schiffswerfte & Maschinenfabrik (Hamburg)	Schiffswerfte & Maschinenfabrik (Hamburg)	20	Mined English Channel 6/3/41.
FY.1917	LOUISE MARIE	de la Bross & Fouché (Nantes)	de la Brosse & Fouché (Nantes)	98	French Navy (1944).
FY.1769	LUCIEN GOUJY	Beliard Crighton (Oostende)	Humboldt Deutzmotoren (Köln)	35	Lost cause & place unknown 21/2/45.
FY.1567	MARIA ELÉNA	Jos Boel (Tamise)	Usines Carels (Gand)	32	Returned 29/11/45.
FY.1728	MONIQUE ANDRÉE <i>ex-Consul Pust</i>	J G Hitzler (Lauenburg)	Christiansen & Meyer (Hamburg)	19	French Navy (1946).
FY.1882	NADINE <i>ex-Inverdee</i>	G Brown (Greenock)	McKie & Baxter (Govan)	19	Returned 15/4/46.
FY.1795	HORTENSIA <i>ex-Conqueror</i>	Dundee Shipbuilding	C D Holmes (Hull)	 7.07	Returned ../11/45.
FY.789	GOS 2	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	28	ATMOSPHERE (1941); returned ../12/45.
.....	KAI	Jarlsö (Tönsberg)	Frederikstad Mekaniske Verkstader	26	Returned 11/5/46.
FY.1837	KOS XIV	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	32	RNN BREVIK (1941/46); returned .././46.
FY.1930	KOS XVIII	-do-	-do-	 7.32	RNN VARDØ (1941/46); returned .././46.

Requisitioned 16/7/40

FY.1938	INVERCAULD	Cochrane (Selby)	C D Holmes (Hull)	 4.17	Returned ../11/45.
	<i>ex-Margaret Morrice, ex-Sapphire</i>				

Requisitioned 26/7/40

FY.97	ALFIE CAM	Cook, Welton & Gemmell	C D Holmes (Hull)	 3.20	RAN, sold 27/9/44; wrecked place unknown ../7/53.
	<i>ex-Asama</i>	(Beverley)			

Requisitioned ../8/40

FY.1692	A ROSE	.....	.....	.....24	D/L, M/S SIESTA (1940), Esso (1944).
T.09	FUTURIST	.....	.....	.....20	RNZN, boom defence vessel (19...).
.....	LADYLOVE	Cook, Welton & Gemmell	Amos & Smith (Hull)	 3.03	Returned ../11/40.
	<i>ex-Star of Moray, ex-Ophir III, ex-Ophir</i>	(Beverley)			

Requisitioned 6/8/40

FY.1820	D W FITZGERALD			16	Returned ../12/45.
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Requisitioned 16/8/40

FY.1826	LIBERIA	Cochrane (Selby)	Amos & Smith (Hull)	 8.06	Returned ../7/46.
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Requisitioned 22/8/40

FY.1748	INVERTAY	Goole Shipbuilding	C D Holmes (Hull)	 6.16	Returned 31/7/46.
	<i>ex-Cancer</i>				

Requisitioned 23/8/40

FY.1774	LORD DARLING	Cochrane (Selby)	C D Holmes (Hull)	 5.14	Examination service (1941).
	<i>ex-Prince Palatine</i>				

Requisitioned 24/8/40

FY.1827	CHRYSOLITE	.....	.....	.....16	Returned 10/1/46.
FY.1948	CORIOLANUS (i)			17	Danlayer (19...), CRAFTSMAN (1940); returned 17/10/44.

Requisitioned 30/8/40

FY.1770	CRAIGOCOIL-LEACH			17	Returned 1/6/46.
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Requisitioned 5/9/40

FY.1836	MEROR	Cochrane (Selby)	C D Holmes (Hull)	11.05	Mined off the Humber 3/10/43.
	<i>ex-Emperor</i>				

Requisitioned 9/9/40

FY.1712	BJERK			12	Returned 14/10/45.
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Requisitioned ../10/40

.....	HVALI	Kaldnes (Tönsberg)	Kaldnes (Tönsberg)	27	RNN, ORYX (1941), RN GEMBUCK (1944); returned ../1/46.
	<i>ex-Kos III, ex-Hval I, ex-Star X</i>				

Requisitioned 10/10/40

T.49	BEVER			30	SAN; mined off Piraeus 30/11/44.
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Requisitioned ../11/40

FY.1889	BUSEN 3			24	ICICLE (1941); returned ../6/46.
.....	KOS VII	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 7.29	DAYBREAK (1941); returned ../1/46.
FY.1721	KOS VIII	-do-	-do-	30	DEW (1941); returned 23/5/46.
FY.1725	KOS IX	-do-	-do-	30	FIRMAMENT (1941); wrecked off Alexandria 30/5/44.
FY.504	KOS X	-do-	-do-	32	FLICKER (1941); returned ../1/46.
FY.719					
FY.680	KOS XI	-do-	-do-	32	FULL MOON (1941); returned 24/5/46.
.....	KOS XII	-do-	-do-	 6.32	HAILSTORM (1941), danlayer (1944); returned 30/9/45.

Requisitioned 20/11/40

.....	HEKTOR 7	Jarlsö (Tönsberg)	Frederikstad Mekaniske Verksteder	29	SAN; returned 25/11/45.
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Requisitioned ../12/40

FY.1742	HAUG 1	Kaldnes (Tönsberg)	Kaldnes (Tönsberg)	24	Returned 25/6/46.
	<i>ex-A W Sörlle</i>				

Requisitioned 12/12/40

T.34	GUN 9	Kaldnes (Tönsberg)	Kaldnes (Tönsberg)	30	FLORIDA (1941); returned 25/3/46.
T.474					

Requisitioned ../2/41

FY.308	JOHN WILLIAM-SON	Akers (Oslo)	Akers (Oslo)	12	RNN (1941), RHN ALFIOS (1943); returned ../8/47.
	<i>ex-Southern Breeze, ex-Viking III, ex-Viking, ex-Macquarrie</i>				

Requisitioned ../3/41

FY.1928	KOS IV	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	29	RNN DROBAK (1941/46); returned .././46.
FY.189	NOBLE NORA	-do-	Shields Engineering (North Shields)	12	RNN (1941), RHN SPERCHEOIS (1943); foundered off Greece 3/4/45.

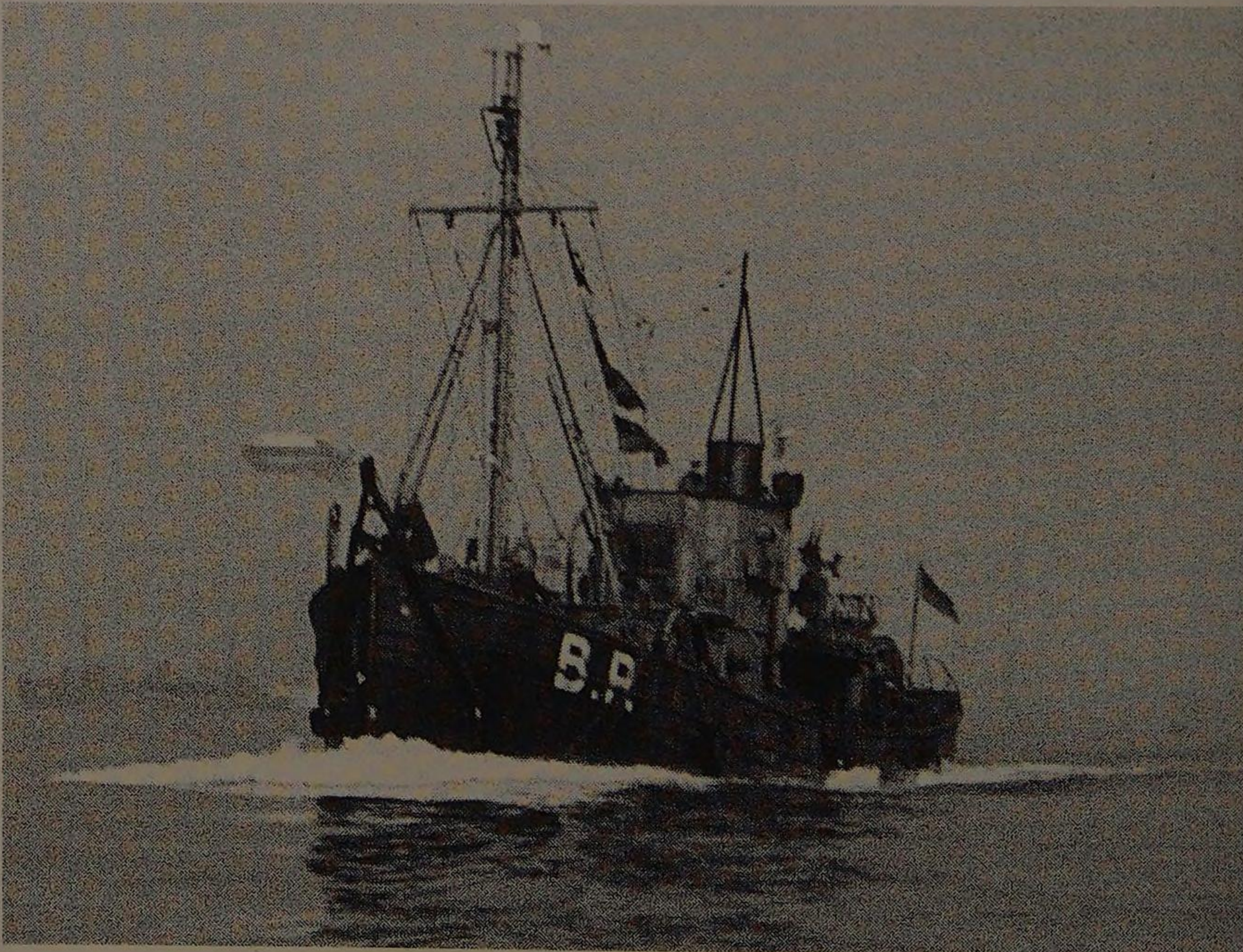
Requisitioned ../4/41

FY.251	ENGLAND	.....	.....	.....12	Wrecked coast of Palestine 29/11/41.
.....	GLOBE I	Akers Mekaniske Verksteder (Oslo)	Akers Mekaniske Verksteder (Oslo)	25	DAYLIGHT (1942); returned 13/3/46.
.....	GLOBE II	-do-	-do-	25	FLASH (1942); returned ../11/45.
FY.877	GLOBE V	Moss Vaeft & Dokk	Moss Vaeft & Dokk	30	RNN KARMOY (i) (1941), RN FIERY CROSS (1944); returned ../7/46.
J.136	GLOBE VI	-do-	-do-	35	RNN MAALOY (1941); torpedoed German submarine U.510 off Ceylon 27/3/44.
J.112	GLOBE VII	-do-	-do-	35	RNN HINNOY (1941); returned ../7/46.
Requisitioned ../5/41					
T.57	HEKTOR 6	Kaldnes (Tönsberg)	Kaldnes (Tönsberg)	29	SAN, ROODEPOORT (1942); returned ../2/46.
T.457					
.....	JOHN WATT	.....	.....	.....11	Harbour service; returned 11/2/46.
FY.1942	JOHN WILLMENT	.....	.....	.....32	Returned 12/8/46.
FY.1825	KOS XIII	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	32	RNN BREVIK (1941/46); returned .././46.
Requisitioned 19/5/41					
T.50	GRIBB	Nylands (Oslo)	Nylands (Oslo)	30	SAN; returned 17/1/46.
T.150	ex-Hektor 9				
Requisitioned ../8/41					
T.03	GOULDING	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	21	SAN; returned ../5/46.
T.503	ex-R L Goulding, ex-Southern Maid				
Requisitioned ../10/41					
FY.1920	BUSEN 6	.....	.....	.....25	RAINSTORM (1941); returned 20/11/45.
FY.1854	BUSEN 7	.....	.....	.....26	SILHOUETTE (1941), RHN ACHELOOS (1943); returned ../2/47.
FY.1842	BUSEN 11	.....	.....	.....31	SNOWDRIFT (1941), RHN PINIOS (1943); mined place unknown 24/10/45.
Requisitioned .././42					
.....	FEMERN	.....	.....	.....32	Returned 7/11/45.
Requisitioned 11/2/42					
.....	CAPE CANSO	.....	.....	.....41	RCN; returned 28/3/44.
Purchased ../10/42					
T.23	NORA NIVEN	Cochrane (Selby)	Great Central Co-op Engineering & Shiprepairing (Grimsby)	 2.07	RNZN danlayer; sold .././44.
Requisitioned 17/11/42					
.....	GLOBE VIII	Moss Vaerft & Dokk	Moss Vaerft & Dokk	36	Returned 3/7/43.

Drifters

As mentioned in the trawler section the Admiralty had requisitioned so many drifters during the First World War that by the close of 1916 this source was exhausted. As with the trawlers, a similar drifter construction programme was put in hand to two basic commercial designs: Chambers’ wooden *Boy Roy*, and the steel “Ocean” class. This also enabled work to be placed with the smaller U.K. boat/shipyards that could not undertake trawler construction, and in addition 100 wood drifters were ordered from Canada. Also incorporated into the programme as non-standard units were 12 mercantile drifters that were under construction at the time—ten wood and two steel—whose characteristics were generally similar to their naval counterparts’. Of the cancelled orders nine wood and four steel were completed as mercantile drifters. They were all named after meteorological or natural phenomena except the Canadian-built vessels which were numbered CD.1/100. Between the wars the bulk of the remainder were sold-out for both commercial and military/government work, so that by 1939 only 24 Admiralty drifters re-

Type	Ordered	Completed	Cancelled
Wood (UK)	109	88	21
Wood (Canada)	100	100	—
Steel	171	123	48
Totals	380	311	69



Above: The minesweeping drifter *Boy Philip* was armed with a twin .303in AA machine gun aft. Before pendant numbers were allocated the temporary identification system of a 2-letter group taken from the vessel’s name was used. (IWM)

mained in service; but some 140 were re-acquired by the Royal Navy out of a total of about 500 drifters requisitioned during the Second World War. Some reverted to their original roles of patrol and minesweeping duties, but the majority were adapted for a wide variety of subsidiary roles.

Admiralty wood drifters (non-standard): Requisitioned
FERTILE VALE, IRIDESCENCE, ROWAN TREE,
SALPA, SEA HOLLY.

Admiralty wood drifters: †EBBTIDE, †ONYX. **Requisitioned:** AFTERGLOW, ANTICYCLONE, BELLE VUE, BOY JERMYN, CARRY ON, CHARDE, CINERARIA, CLOUDACH, DOORIE BRAE, DRAINIE, FAIR HAVEN, FAIR WEATHER, FLUSH, GIRL LIZZIE, GLEAM ON, †GO AHEAD, GOLDEN LINE, GOLDEN SUNBEAM, GREEN PASTURES, HOLLYDALE, IMBAT, M H STEPHEN, MARGUERITA, MILL WATER, MORVEN HILL, NORTH HAVEN, PARADIGM, PERILIA, PHASE, PILOT US, †PLUMER, PROSPECTS AHEAD, RED SKY, REFRACTION, REIDS, RESURGE, REVERBERATION, RIME, RISING SEA, ROSE HAUGH, ROSEACRE, ROSEVALLEY, SILVER SKY, SOLSTICE, STARLIGHT RAYS, SWEET PROMISE, SWIRL, THAW, TILLY DUFF, TRADEWIND, UBEROUS, UTILISE, XMAS EVE.

Displacement: tons (179 tons full load).
Dimensions: 86½ (pp)/94½ (oa) × 18½/20 (max) × 10½d/9 feet.
Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 9½in:15½in:26in × 18in stroke except * 10in:16½in:26½in × 18in stroke and † VC cylin:....in ×in stroke) IHP 270 = 9 knots.
Bunkers & radius: Coal tons,nm @ 9k.
Armament: One 6pdr gun (provision for).
Complement: ...

Admiralty steel drifters (non-standard): Requisitioned
BYNG, *CASTLEBAY.

Displacement: tons.
Dimensions: 92 (pp)/..... (oa) × 19 × 9d/.... feet.
Machinery: One SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE 9½in:16in:26in × 18in stroke except * 10in:15in:24in × 18in stroke) IHP 270 = 9 knots.

Bunkers & radius: Coal tons,nm @ 9k.
Armament: One 6pdr gun (provision for).
Complement: ...

Admiralty steel drifters: BRINE, CASCADE, CLOUD, COLDSNAP, CRESCENT MOON, EDDY, FUMAROLE, HALO, HARMATTAN, HORIZON, INDIAN SUMMER, LANDFALL, LEEWARD, LUNAR BOW, MIST, NOON-TIDE, RALEIGH, SEABREEZE, SHEEN, SHOWER, SUNSET, WHIRLPOOL. **Requisitioned:** ACCORD, ACORN, AGNES GARDNER, ALLOCHY, BENACHIE, BETTY BODIE, BLUE HAZE, BOW WAVE, BOY ANDREW, BURNHAVEN, CALLIOPSIS, CASSIOPEIA, CONSOLATION, CONVALLARIA, COPIOUS, CORNU-COPIA, COSMEA, CRAIG ROY, CRAIGENTINNY, DEFENSOR, DUNDARG, EPHRETA, EUNICE & NELLY, FISHER LAD, FLOW, GENIUS, GEORGE BAKER, GEORGE G BAIRD, GLOAMIN, GLOW, GOLDEN EMBLEM, GOLDEN VIEW, GOWAN HILL, HARVEST GLEANER, HAWTHORNBANK, HELEN SLATER, HELEN WEST, HIGH TIDE, JACKEVE, JENNY IRVIN, JUNE ROSE, KATHLEEN, LASHER, LOYAL FRIEND, M A WEST, MACE, MARIGOLD, MARY HERD, MARY SWANSTON, MARY WATT, MORAY ROSE, NORBREEZE, NORMAN WILSON, OCEAN LASSIE, OCEAN LOVE, OCEAN SPRITE, OCEAN SWELL, OLIVE TREE, OVERFALL, PILOT STAR, PLOUGH, PRE-EMINENT, PRIMORDIAL, QUIET WATERS, Riant, ROSEBAY, SCARLET THREAD, SPECTRUM, SPES AUREA, SPES MELIOR, SUMMER ROSE, SUNNY BIRD, SUNNYSIDE GIRL, TRUST, TRUSTY STAR, TWINKLING STAR, UGIEVALE, UNICITY, VERNAL, XMAS ROSE.

Displacement: tons (199 tons full load).
Dimensions: 86 (pp)/93¼ (oa) × 18½ × 9¼d/.... feet.
Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 9½in:15½in:26in × 18in stroke) IHP 270 = 9 knots.
Bunkers & radius: Coal tons,nm @ 9k.
Armament: One 6pdr gun (provision for).
Complement: ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..1/17							
FY.10	EBBTIDE	Davie Shipbuilding	.....	.....	.....17	4. 9.17	BDV, HS; sold Northern Shipbreaking ..8/46 & scrapped.
Z.35	ex-CD.1	(Lauzon)	.....	.....	.....17	19. 8.18	HS, JADE (1943); foundered Bermuda Dockyard 21/3/47, salved & scuttled ..../47.
.....	ONYX	Canadian Vickers	.....	.....	.....17	19. 8.18	HS, JADE (1943); foundered Bermuda Dockyard 21/3/47, salved & scuttled ..../47.
.....	ex-CD.82	(Montreal)	.....	.....	.....17	19. 8.18	HS, JADE (1943); foundered Bermuda Dockyard 21/3/47, salved & scuttled ..../47.
Requisitioned 27/8/39							
.....	NORTH HAVEN	J Chambers (Oulton	Brown Bros (Edin-	.....	.....18	21.11.18	HS; returned 10/11/45.
.....	ex-Stormcentre	Broad)	burgh)	.....	.....18	21.11.18	HS; returned 10/11/45.
Requisitioned 29/8/39							
.....	PILOT US	Stevenson & Asher	.....	.....	.....18	3.11.18	SC; returned ..3/46.
.....	ex-Shadow	(Banff)	.....	.....	.....18	3.11.18	SC; returned ..3/46.
Requisitioned 2/9/39							
.....	ROSEACRE	G Innes (Macduff)	.....	.....	.....18	26.10.18	HS; returned ..4/45.
.....	ex-Sheet Lightning	.....	.....	.....	.....18	26.10.18	HS; returned ..4/45.
Requisitioned 15/9/39							
.....	RISING SEA	Colby (Lowestoft)	.....	.....	.....18	31.10.18	HS; returned ..../45.
Requisitioned 3/10/39							
.....	IMBAT	Jones (Buckie)	.....	.....	.....18	23.11.18	HS; lost collision Scapa Flow 4/2/41.
Requisitioned 15/10/39							
FY.869	PHASE	G Smith (Buckie)	.....	.....	.....19	26. 1.20	M/S; returned ..2/46.
.....	XMAS EVE	G & T Smith (Rye)	.....	.....	.....20	24. 8.20	HS; returned ..../45.
.....	ex-Will o' the Wisp	.....	.....	.....	.....20	24. 8.20	HS; returned ..../45.

Requisitioned 17/10/39						
FY.1578	ROSEVALLEY ex- <i>Silt</i>	Herd & Mackenzie (Findochty)	Yeaman & Baggeson (Dundee)	18	13. 1.19	XS; lost collision off Scapa Flow 16/12/43.
Requisitioned 21/10/39						
.....	BOY JERMYN ex- <i>Cumulus</i>	Colby (Lowestoft)	.....	.....18	19. 9.18	A/P; returned 1/12/39.
Requisitioned 1/11/39						
.....	FLUSH	W Wood (Lossie- mouth)	.....	.....19	12. 3.20	BBV, HS; returned .././46.
Requisitioned 4/11/39						
.....	GOLDEN LINE ex- <i>Mistral</i>	Richards Ironworks (Lowestoft)	.....	.....19	29. 7.19	HS; returned 20/3/46.
Requisitioned 21/11/39						
.....	AFTERGLOW ex- <i>Port Richard</i> , ex- <i>Afterglow</i>	J Chambers (Oulton Broad)	.....	.....18	7.10.18	M/S; returned 28/8/44.
Requisitioned 22/11/39						
FY.969	SEA HOLLY ex- <i>Columbine</i> , ex- <i>Darkness</i>	Fellows (Great Yar- mouth)	.....	.....18	15. 6.18	M/S; returned ../6/46.
FY.971	SWEET PROMISE ex- <i>St Elmo's Light</i>	G Innes (Macduff)	.....	.....19	24.11.19	M/S; returned ../11/45.
Requisitioned 23/11/39						
.....	MARGUERITA ex- <i>Spate</i>	R Dunston (Thorne)	.....	.....19	26. 7.19	HS; returned 6/10/45.
Requisitioned 24/11/39						
.....	GO AHEAD ex- <i>Volume</i>	Colby (Lowestoft)	W Burrell (Great Yar- mouth)	19	19	M/S; lost collision off Sheerness 18/11/40.
FY.1512	PLUMER ex- <i>Windwail</i>	-do-	-do-	19	19	M/S, harbour service; returned ../7/45.
FY.1630	STARLIGHT RAYS ex- <i>Starlight</i>	Stevenson & Asher (Banff)	.....	.....18	25. 2.19	M/S, examination service, S/M tender, harbour returned .././46.
Requisitioned 25/11/39						
FY.937	SOLSTICE	Herd & Mackenzie (Findochty)	.....	.....18	3.10.18	M/S, S/M tender; returned ../9/46.
Requisitioned 26/11/39						
FY.943	M H STEPHEN ex- <i>Etesian</i>	G Smith (Buckie)	.....	.....18	31.10.18	M/S, XS, FF; returned 26/12/44.
FY.945	REFRACTION	W & G Stephen (Banff)	.....	.....19	19. 6.19	M/S; returned 3/45.
FY.939	TILLY DUFF ex- <i>Taal Hina</i> , ex- <i>Sunrise</i>	Stevenson & Asher (Banff)	.....	.....19	3.10.19	M/S; returned 8/46.
Requisitioned 27/11/39						
FY.1968	GOLDEN SUN- BEAM ex- <i>Flutter</i>	J Chambers (Oulton Broad)	.....	.....19	20	A/P; collision mercantile <i>Lynch</i> off Dungeness 19/8/43.
Requisitioned 28/11/39						
FY.1990	REVERBER- ATION	Colby (Lowestoft)	.....	.....19	5. 4.19	A/P; returned ../2/45.
Requisitioned 30/11/39						
FY.1624	PERILIA ex- <i>Stormwrack</i>	Stevenson & Asher (Banff)	.....	.....18	7. 8.18	M/S; returned ../2/46.
FY.1554	RED SKY	W & G Stephen (Banff)	.....	.....18	26.11.18	M/S, XS; returned ../3/46.
FY.967	ROSE HAUGH ex- <i>Full Moon</i>	J & G Forbes (Sand- haven)	.....	.....18	25. 3.18	MWU, DGV; returned ../4/46.
Requisitioned 1/12/39						
	FERTILE VALE ex- <i>Fogbow</i>	J & G Forbes (Sand- haven)	.....	.....18	3. 6.18	XS; lost collision off the Tay 17/7/41.
FY.1982	HOLLYDALE ex- <i>Maviston</i> , ex- <i>Fireball</i>	Fellows (Great Yar- mouth)	.....	.....19	30. 1.20	HS; returned 10/12/45.
FY.1979	REIDS ex- <i>Gleam</i>	J & G Forbes (Sand- haven)	.....	.....19	10. 5.19	D/L, A/P; returned ../12/45.
Requisitioned ../12/39						
.....	BELLE VUE ex-Yard No. 299	Fellows (Great Yar- mouth)	.....	.....	.....22	Returned .././...
.....	UBEROUS ex- <i>Flame</i>	J & G Forbes (Sand- haven)	.....	.....18	10.10.18	M/S; wrecked Lough Foyle 11/1/41.

Requisitioned 3/12/39

..... CHARDE Richards (Lowestoft)19 5. 4.19 M/S; lost collision off Portsmouth 21/6/40.
ex-Hurricane

Requisitioned 6/12/39

..... DOORIE BRAE G Smith (Buckie)20 17.12.20 A/S; returned .././45.
ex-Rift

FY.1963 THAW Rose Street Foundry (Inverness)19 16. 3.20 M/S, A/P; returned ../2/46.

Requisitioned 7/12/39

FY.1623 SALPA Richards Ironworks W Beardmore (Dal-18 29. 5.18 M/S; returned ../4/46.
ex-Nadir (Lowestoft) muir)

Requisitioned 8/12/39

..... CARRY ON Richards Ironworks19 BBV; mined off Sheerness 17/12/40.
ex-Moonlight (Lowestoft)

FY.1542 RIME W & G Stephen19 4. 12.19 M/S; returned ../11/45.
(Banff)

FY.1989 SILVER SKY J & G Forbes (Sand-18 15.12.18 XS; returned ../2/46.
ex-Glacier haven)

Requisitioned 9/12/39

..... GLEAM ON J Chambers (Oulton J Chambers (Oulton19 9. 3.20 M/S, XS; returned 21/12/45.
ex-Flurry Broad) Broad)

FY.591 GREEN PAS- G Innes (Macduff)19 1. 4.20 M/S, tender; returned 21/12/45.
TURES
ex-Midnight Sun,
ex-Ina Adam, ex-
Thunderbolt

FY.1538 PROSPECTS J & G Forbes19 26.11.19 M/S; returned ../1/46.
AHEAD (Sandhaven)
ex-Glint

FY.1564 UTILISE G Smith (Buckie)18 22.10.18 M/S; returned ../3/46.
ex-Murray Clan,
ex-Packice

Requisitioned 4/1/40

..... DRAINIE W Noble (Fraser-19 24. 4.19 HS, WC; returned 25/1/46.
ex-Mackerel Sky burgh)

Requisitioned 8/1/40

..... FAIR WEATHER J & G Forbes (Sand-25. 3.1818 A/P; returned 3/12/45.
haven)

Requisitioned 25/1/40

..... ROWAN TREE J & G Forbes (Sand-18 3. 6.18 M/S; wrecked off Lowestoft 21/11/41.
ex-Flat Calm haven)

Requisitioned 24/2/40

..... PARADIGM J & G Forbes (Sand-19 17. 6.20 HS; returned ../1/46.
ex-Greek Fire haven)

Requisitioned 2/4/40

..... TRADEWIND (i) Fellows (Great Yar-18 12. 7.18 BBV, HS; returned .././45.
ex-Daylight mouth)

Requisitioned 18/5/40

..... FAIR HAVEN Courtney (Lyming-19 11. 3.20 BBV, A/P; foundered North Atlantic 5/9/44.
ex-Maelstrom ton)

Requisitioned 20/5/40

..... GIRL LIZZIE Richards Ironworks18 22.10.18 HS; returned 8/7/46.
ex-Hailstorm (Lowestoft)

Requisitioned 21/5/40

4.27 MILL WATER Colby (Lowestoft)18 2. 9.18 BBV, XS, A/P; returned 14/2/46.
ex-Timor, ex-Col-
umbine, ex-Black
Frost

Requisitioned 5/9/40

..... RESURGE J Chambers (Oulton19 19. 5.19 HS; returned ../7/46.
ex-Surge Broad)

Requisitioned 22/10/40

..... MORVEN HILL Colby (Lowestoft)18 19. 7.18 XS, HS; returned 16/3/46.
ex-Backwash

Requisitioned 26/12/40

..... IRIDESCENCE G Innes (Macduff)17 21.12.17 XS; returned ../5/43.

Requisitioned .././41

..... CINERARIA J Chambers (Oulton18 8. 9.18 Returned ../5/44.
ex-Ambitious, ex-
Airpocket Broad)

Requisitioned ../3/41

..... ANTICYCLONE J Chambers (Oulton18 2.12.18 DGV; returned ../7/45.
Broad)

Requisitioned .././42

.....	SWIRL	J Chambers (Oulton Broad)			18	1. 2.19	A/P; returned .././45.
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Requisitioned 20/10/42

.....	CLOUDARCH ex- <i>Twinkle</i>	Colby (Lowestoft)			19	8. 8.20	HS; returned 26/6/43.
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A/P auxiliary patrol drifter A/S anti-submarine drifter BBV barrage balloon vessel DGV de-gaussing vessel FD flare drifter FF fire float FS ferry service HOS hospital service HS harbour service MOWT Ministry of War Transport M/S minesweeping drifter RASC Royal Army Service Corps SC store carrier S/M submarine tender TRV torpedo recovery vessel TV training vessel WC water carrier XS examination service

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ../5/17							
.....	BRINE	Ouse Shipbuilding (Hook)	.....	.....	17. 5.18	17. 7.18	BDV; sold .././51 & scrapped.
.....	CASCADE	-do-	.....	.....	3. 7.18	21. 7.18	HS mercantile <i>Illustrious</i> (1946); scrapped .././56?
FY.3 Z.08	CLOUD	Duthie Torry (Aberdeen)	.....	.....	11. 4.18	17. 5.18	BDV, TRV, mercantile <i>Cornucopia</i> (1946); scrapped .././53?
FY.4 Z.23	COLDSNAP	-do-	.....	.....	28. 1.18	21. 3.18	BDV; mercantile (name unchanged – 1946), <i>Whitehill</i> (1948); scrapped .././56 ?
FY.5 Z.28	CRESCENT MOON	-do-	.....	.....	27. 5.18	30. 6.18	BDV, M/S; RASC (1946).
FY.12 Z.49	EDDY	A Hall (Aberdeen)	.....	.....	6. 8.18	27. 8.18	BDV, M/S; mined off Malta 26/5/42.
FY.16 Z.36	FUMAROLE	Colby (Lowestoft)	.....	.....	.....18	11. 1.19	BDV, mercantile (name unchanged – 1947); scrapped .././54.
.....	RALEIGH ex- <i>Glitter</i>	-do-	.....	.....	8.10.18	13.11.18	HS, mercantile <i>Ocean Raleigh</i> (1946); scrapped ../4/60.
FY.21 Z.38	HALO	-do-	.....	.....	..... 4.18	4. 5.18	BDV, mercantile (name unchanged – 1947); scrapped ../10/55.
FY.23 Z.72	HARMATTAN	-do-	.....	.....	.....18	17. 4.18	BDV, mercantile (name unchanged – 1946), <i>Wellspring</i> (1947); scrapped .././53 ?
FY.24 Z.53	HORIZON	-do-	.....	.....	.....18	30. 3.18	BDV, TRV, mercantile <i>Hamnavoe</i> (1945); scrapped .././56.
FY.28	INDIAN SUMMER	J Lewis (Aberdeen)	.....	.....	.....18	8. 2.18	BDV, TRV, mercantile (name unchanged – 1947); scrapped .././52? Z.86 .././52?
FY.30 Z.97	LANDFALL	-do-	.....	.....	15. 6.18	19. 7.18	BDV, M/S; sold Alexandria .././46.
FY.31 Z.93	LEEWARD	-do-	.....	.....	.....18	20. 2.18	BDV, mercantile <i>Betty Duthie</i> (1947); scrapped .././53?
FY.32 Z.62	LUNAR BOW	-do-	.....	.....	15. 6.18	18. 7.18	BDV, mercantile (name unchanged – 1945); scrapped .././52?
FY.40 Z.55	MIST	-do-	.....	.....	21.11.18	24.12.18	BDV, RASC (1943), mercantile <i>James Johnston</i> (1946); scrapped .././50?
FY.45 Z.79	NOONTIDE	Colby (Oulton Broad)	.....	.....	11. 6.18	16. 9.18	BDV, TS; mercantile (name unchanged – 1948); scrapped ../3/60.
FY.50 Z.61	SEABREEZE	A Hall (Aberdeen)	.....	.....	22.11.18	24.12.18	BDV, mercantile <i>Sapphire Stone</i> (1946); scrapped .././56?
FY.51 Z.64	SHEEN	J W Brooke (Lowestoft)	.....	.....	11. 5.18	1. 9.18	BDV, TRV, mercantile <i>Good Tidings</i> (1946), <i>Summer Rose</i> (19..); scrapped .././55.
FY.52 Z.81	SHOWER	-do-	.....	.....	.....18	30. 9.18	BDV, mercantile (name unchanged – 1946); scrapped .././53?
FY.54	SUNSET	Webster & Bickerton (Goole)	.....	.....	..... 6.18	22. 6.18	M/S; bombed German aircraft Malta 1/4/42 & written-off as constructive total loss, wreck scrapped ../4/43.
FY.60	WHIRLPOOL	A Hall (Aberdeen)	.....	.....	10.10.19	30. 3.20	BDV; target service (1941), mercantile (name Z.91 unchanged – 1948); scrapped ../3/56.
Requisitioned 26/8/39							
.....	CASSIOPEIA ex- <i>Windrise</i>	W H Warren (New Holland)	.....	.....	.....19	31. 8.20	HOS; returned 6/11/45.
.....	OCEAN LASSIE ex- <i>Typhoon</i>	-do-	.....	.....	.....19	22. 5.19	A/P; mined off Harwich 4/6/40.
Requisitioned 27/8/39							
4.365	BETTY BODIE ex- <i>Falling Star</i>	A Hall (Aberdeen)	.....	.....	20. 8.18	18	XS; returned ../6/46.
.....	COSMEA ex- <i>Dusk</i>	Duthie Torry (Aberdeen)	.....	.....	9. 8.18	18	XS; returned 3/5/46.
.....	GEORGE BAKER ex- <i>Watersmeet</i>	A Hall (Aberdeen)	.....	.....	.....19	16. 9.19	HS, SKIRMISHER (1939/44); returned 23/10/45.
.....	LASHER	-do-	.....	.....	.....19	9. 2.20	XS, HS; returned 23/3/46.
FY.943	M H STEPHEN ex- <i>Etesian</i>	G Smith (Buckie)	.....	.....	.....18	31.10.18	M/S, XS, FF; returned 26/12/44.

.....	MACE ex-Zena & Ella, ex-Thunderclap	-do-	.....	.....	.....19	2. 6.19	XS, HS; returned 20/2/46.
.....	MARIGOLD (i) ex-Iceberg	-do-	.....	.....	.....18	1. 7.18	HS, MARIGOLD II (1940); returned 4/10/45.
.....	UGIEVALE ex-The Milnes, ex-New Moon	Rose Street Foundry (Inverness)	.....	.....	.....19	27. 1.20	HS; returned ../10/44.
Requisitioned 28/8/39							
.....	GOWAN HILL ex-Puff	J W Brooke (Lowes- toft)	.....	.....	.....19	20	HS; bombed German aircraft Greenock 7/5/41.
.....	MARY WATT ex-Flicker	A Hall (Aberdeen)	.....	.....	21. 8.18	18	HS; returned 24/5/46.
.....	OCEAN LASSIE ex-Typhoon	-do-	.....	.....	.....19	22. 5.19	A/P; mined off Harwich 4/6/40
FY.1946	OLIVE TREE ex-Moyra, ex- Dew	Ouse Shipbuilding (Hook)	.....	.....	9. 7.18	18	M/S, A/P; returned .././45.
.....	PRIMORDIAL ex-Selimus, ex- Sea Fog	Webster & Bickerton (Goole)	.....	.....	.....18	18.12.18	HS; returned .././45.
Requisitioned 29/8/39							
.....	ACCORD ex-Icepack	A Hall (Aberdeen)	.....	.....	12. 6.18	18	HS; sold .././46.
.....	OCEAN SPRITE ex-Phosphorous	-do-	.....	.....	.....18	21. 2.19	HS; returned 25/5/46.
Requisitioned 30/8/39							
FY.1607	BURNHAVEN ex-Gust	A Hall (Aberdeen)	.....	.....	.....18	6.12.18	HS, TRV; returned 14/11/45.
.....	MORAY ROSE ex-Williwaw	F W Brooke (Lowes- toft)	.....	.....	.....19	29. 1.20	HS; returned 8/2/46.
Requisitioned 1/9/39							
.....	M A WEST ex-Broil	F W Brooke (Lowes- toft)	.....	.....	.....19	8.10.19	XS; bombed German aircraft off east coast of England 14/5/41.
Requisitioned 2/9/39							
.....	FLOW	J S Watson (Gains- borough)	.....	.....	.....19	31. 3.20	XS, HS; returned 29/8/46.
.....	GEORGE G BAIRD ex-Fife Ness, ex- Snowdrift	J Lewis (Aberdeen)	.....	.....	.....18	3. 4.18	HS; returned 11/2/46.
.....	SPECTRUM	J W Brooke (Lowes- toft)	.....	.....	27. 3.18	18	HS; returned ../8/45.
Requisitioned 3/9/39							
FY.1776	QUIET WATERS ex-Windshift	W H Warren (New Holland)	.....	.....	.....20	23.10.20	MW, TS; returned ../2/46.
Requisitioned 8/9/39							
.....	CRAIGENTINNY ex-Spurt	I Pimblott (North- wich)	.....	.....	.....19	16. 1.20	XS, HS; returned 1/2/46.
Requisitioned 12/9/39							
.....	TWINKLING STAR ex-Chimera	Browns Dry Dock (Hull)	.....	.....	.....	16. 7.20	BDV; returned ../10/45.
Requisitioned 14/9/39							
.....	AGNES GARD- NER ex-Radiation	Ouse Shipbuilding (Hook)	.....	.....	.....20	18.11.20	HS; returned 8/10/45.
.....	PLOUGH ex-Starwort, ex- Foam	Abdela & Mitchell (Queensferry)	.....	.....	.....20	1.10.20	HS; returned .././45.
Requisitioned 15/9/39							
.....	SCARLET THREAD ex-Coult Head, ex-Windward	A Hall (Aberdeen)	.....	.....	.....19	4.12.19	HS; returned ../9/46.
Requisitioned 1/10/39							
.....	SUMMER ROSE ex-Craigleith, ex-Sternwave	I Pimblott (North- wich)	.....	.....	.....19	27. 3.20	A/P; mined off Sunderland 13/10/40.
Requisitioned 2/10/39							
FY.749	BENACHIE ex-White Horses	A Hall (Aberdeen)	.....	.....	.....19	29.10.19	M/S, S/M tender (19..); returned .././46.

FY.748	GENIUS ex-Waft	Scott (Bowling)	.....	.....	.....19	11. 9.19	M/S, HS; returned 12/11/45.
FY.745	GOLDEN VIEW ex-Tiger's Eye, ex-Node	Colby (Lowestoft)	.....	.....	.....18	18.10.18	M/S; returned ../3/46.
FY.752	JUNE ROSE ex-Mildred W Lawson, ex-Icicle	A Hall (Aberdeen)	.....	.....	25. 6.18	18	M/S, HS; returned 29/5/45.
Requisitioned 3/10/39							
.....	DEFENSOR ex-Homefinder, ex-Morn	Crichton Thompson (Kings Lynn)	.....	.....	.....20	17. 3.21	HS; returned 7/8/46.
.....	PRE-EMINENT ex-Calm	Duthie Torry (Aber- deen)	.....	.....	9. 5.18	18	HS; returned .././46.
.....	SPES AUREA ex-Craighall, ex- Fogbreak	Abdela & Mitchell (Queensferry)	.....	.....	.....20	21.12.20	HS; returned .././45.
.....	SUNNY BIRD ex-Icefloe	A Hall (Aberdeen)	.....	.....	.....18	28. 6.18	TRV; returned ../1/46.
Requisitioned 4/10/39							
.....	MARY SWANS- TON ex-Asparagus, ex-Scintilla	Ouse Shipbuilding (Hook)	.....	.....	.....20	25.11.20	HS; returned ../10/45.
Requisitioned 16/10/39							
FY.1870	BYNG ex-Elephanta	Fellows (Great Yar- mouth)	Pertwee & Back (Gorleston)	.....	.....19	16. 1.20	BBV; returned .././46.
Requisitioned 20/10/39							
.....	SPES MELIOR ex-Undertow	Scott (Bowling)	.....	.....	.....18	7. 8.19	HS; returned ../4/46.
Requisitioned 28/10/39							
Z.162	NORBREEZE ex-Outline	J W Brooke (Lowes- toft)	.....	.....	.....19	20	N/L; returned ../7/46.
Z.163	OCEAN SWELL -do-	-do-	.....	.....	.....19	20	N/L; returned 27/8/45.
Requisitioned ../11/39							
.....	XMAS ROSE ex-Jean Paterson, ex-Freshet	A Hall (Aberdeen)	.....	.....	.....18	21.10.18	A/P; mined Thames estuary 21/11/40.
Requisitioned 9/11/39							
.....	NORMAN WILSON ex-Sophia S Summers, ex- Tidal Wave	A Hall (Aberdeen)	.....	.....	8. 3.19	19	BBV, HS; returned 26/9/46.
FY.351	TRUST ex-Girls Friend, ex-Murk	J Lewis (Aberdeen)	.....	.....	.....18	13.11.18	A/S; returned .././45.
Requisitioned 11/11/39							
.....	KATHLEEN ex-Breaker	J W Brooke (Lowes- toft)	.....	.....	.....19	16. 9.19	M/S; returned 4/1/46.
Requisitioned 21/11/39							
.....	TRUSTY STAR ex-Elie Ness, ex- Groundswell	Ouse Shipbuilding (Hook)	.....	.....	17. 5.19	19	M/S; mined off Malta 10/6/42.
Requisitioned 23/11/39							
.....	ACORN ex-Edalba, ex- Pampero	-do-	.....	.....	.....19	1.11.19	HS; returned .././46.
FY.958	JACKEVE ex-Stella Aurorae, ex-Whirlblast	Lea Shipbuilding (Canning Town)	.....	.....	.....20	31. 7.20	M/S; returned 14/11/45.
.....	PILOT STAR ex-Drizzle	J Chambers (Oulton Broad)	.....	.....	.....19	10. 2.20	HS; returned .././46.
Requisitioned 24/11/39							
FY.1603	VERNAL ex-Clearing	Ailsa (Troon)	.....	.....	.....19	14.11.19	M/S, TRV; scrapped ../1/46.
Requisitioned 25/11/39							
.....	HARVEST GLENER ex-Satinstone, ex-Blizzard	Colby (Lowestoft)	.....	.....	.....18	30. 7.18	M/S; bombed German aircraft off east coast of England 28/10/40.

Requisitioned 27/11/39

.....	RIANT ex-Gladys & Violet, ex-Green Sea	Colby (Lowestoft)			19	13. 4.20	A/P; foundered off west coast of Scotland 25/1/40.
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Requisitioned 28/11/39

FY.984	OVERFALL	Colby (Lowestoft)			18	29.10.18	M/S, target service; returned ../10/45.
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Requisitioned 29/11/39

FY.1539	CONSOLATION ex-Eyedale, ex-Sleet	J W Brooke (Lowestoft)			18	6.11.18	M/S; returned ../9/45.
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FY.980	JENNY IRVIN ex-Gulf Stream	Colby (Lowestoft)			19	10. 9.19	M/S, RAF (1943); returned .././46.
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Requisitioned 30/11/39

.....	CASTLEBAY ex-Dayspring	Fellows (Great Yarmouth)	Crabtree (Great Yarmouth)		17	19.12.17	M/S; returned ../7/46.
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Requisitioned 2/12/39

.....	DUNDARG ex-Leonard Boyle, ex-Distance	J Chambers (Oulton Broad)			19	20. 1.20	Boom tender; returned 10/12/45.
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FY.964	GLOW	A Hall (Aberdeen)			18	21.11.18	M/S, HS; returned 16/11/45.
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FY.298	LOYAL FRIEND ex-Seaward, ex-Low Tide	J W Brooke (Lowestoft)			19	3. 12.19	A/S; returned ../8/45.
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Requisitioned 3/12/39

FY.300	SUNNYSIDE GIRL ex-Northern Lights	Rose Street Foundry (Inverness)			19	16. 4.19	A/S; returned ../2/46.
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Requisitioned 5/12/39

FY.1543	EUNICE & NELLY ex-Florence Pritchard, ex-Froth	A Hall (Aberdeen)			18	25.10.18	M/S, TRV; returned ../11/44.
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Requisitioned 6/12/39

FY.956	UNICITY ex-Bubble	J W Brooke (Lowestoft)			19	30.10.19	M/S; scrapped ../10/43.
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Requisitioned 9/12/39

.....	CALLIOPSIS ex-Nacre, ex-Nebula	Rose Street Foundry (Inverness)			18	19.11.18	HS; returned 19/7/46.
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FY.1556	GLOAMIN ex-Beatrice Eves, ex-Doldrum	G & T Smith (Rye)			19	22. 1.20	M/S; returned 12/3/45.
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Requisitioned 20/12/39

.....	CORNUCOPIA ex-Cloud	Duthie Torry (Aberdeen)			11. 4.18	18	HS; returned 4/9/45.
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FY.287	CRAIG ROY ex-Billow, ex-Sunshine	Webster & Bickerton (Goole)			18	26. 9.18	A/S; returned ../10/45.
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FY.310	EPHRETAH ex-Quicksand	Colby (Lowestoft)			19	6. 3.19	XS, HDPV; returned 26/2/46.
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FY.282	FISHER LAD ex-Admiral Startin, ex-Whitecloud	Lea Shipbuilding (Canning Town)			20	25. 8.20	A/S; returned 10/11/45.
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Requisitioned 4/1/40

.....	GOLDEN EMBLEM ex-.....					18	HS; returned 18/12/45.
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.....	HELEN WEST ex-Bluster	W Thomas (Amlwch)			18	19	A/S; returned 7/8/45.
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Requisitioned 8/1/40

FY.337	COPIOUS ex-Current	J Chambers (Oulton Broad)			19	3.12.19	A/P, A/S; returned 6/7/45.
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Requisitioned 11/1/40

.....	ROSEBAY ex-Grey Sea	J W Brooke (Lowestoft)			18	13. 1.19	HS, PYRAMUS (1940), ROSE TREE (1943); returned 10/9/45.
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Requisitioned .5/2/40

.....	HAWTHORN-BANK ex-Jehan Ange, ex-Hawthornbank, ex-Fair Wind	A Hall (Aberdeen)	A Hall (Aberdeen)		6. 8.18	18	BDV; returned ../10/45.
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Requisitioned 10/2/40						
.....	HELEN SLATER ex-.....				18.....18	HS; returned 20/12/45.
Requisitioned 12/3/40						
.....	ALLOCHY ex-Ralph Hall Caine, ex-Day- break	Duthie Torry (Aber- deen)	.....	.....	9. 7.18.....18	HOS; returned 26/10/45.
Requisitioned 15/3/40						
.....	OCEAN LOVER ex-Gale	A Hall (Aberdeen)	.....	.....	.....196. 6.19	M/S, A/P; returned ../10/45.
Requisitioned 28/3/40						
FY.53	BOY ANDREW ex-Sunburst	J Lewis (Aberdeen)	.....	.....	.....1811.11.18	A/P; lost collision Firth of Forth 9/11/41.
Requisitioned 10/4/40						
.....	CONVALLARIA ex-Salvian, ex- Watershed	A Hall (Aberdeen)	.....	.....	.....1918.10.19	A/P, HS; returned ../3/46.
Requisitioned 18/5/40						
FY.1757	BLUE HAZE	J W Brooke (Lowes- toft)	.....	.....	.....196. 6.19	TRV; returned ../2/46.
.....	BOW WAVE	-do-	.....	.....	.....1929. 7.19	TRV; returned 23/9/46.
Requisitioned 26/5/40						
FY.501	MARY HERD ex-CSD, ex- Snowflake	Webster & Bickerton (Goole)	.....	.....	.....192.12.19	WC; returned 17/10/45.
Seized 3/7/40						
.....	HIGH TIDE	Colby (Lowestoft)	Pollit & Wigzall (Sowerby Bridge)	.....	.....1928.10.19	XS; foundered off north coast of Wales 30/3/45.

A/P auxiliary patrol drifter A/S anti-submarine drifter BBV barrage balloon vessel DGV de-gaussing vessel FF fire float FS ferry service HDPV harbour defence patrol vessel HOS hospital service HS harbour service MOWT Ministry of War Transport M/S minesweeping drifter MW mine watching drifter N/L netlayer RASC Royal Army Service Corps TRV torpedo recovery vessel TS target service TV training vessel WC water carrier XS examination service

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 26/8/39					
.....	FERTILITY (i)	.....	.....	.....19	HS; returned 31/8/45.
Requisitioned 28/8/39					
.....	BYDAND	.....	.....	.....	XS, A/P, ferry service; returned 19/10/45.
.....	JOHN HERD	Herd & McKenzie (Buckie)	Urquart Lindsay (Dundee)	30	HS; returned 6/3/46.
Requisitioned 30/8/39					
.....	CLANS	.....	.....	.....15	HS; returned 23/4/45.
.....	LIZZIE WEST	Herd & McKenzie (Buckie)	J Lewis (Aberdeen)	30	HS; returned 30/9/45.
.....	LORD ANSON	Cochrane (Selby)	Pertwee & Back (Great Yarmouth)	9.27	HS; returned 16/2/46.
Requisitioned 1/9/39					
FY.1949	HILDA COOPER	Cochrane (Selby)	C D Holmes (Hull)	6.28	XS; returned 29/5/46.
.....	LORD COLLING- WOOD	Goole Shipbuilding	W Burrell (Great Yarmouth)	9.30	HS; returned 13/2/46.
Requisitioned 2/9/39					
.....	ENZIE	.....	.....	.....08	HS; returned 30/10/45.
Requisitioned 3/9/39					
.....	COMRADES	.....	.....	.....28	A/P, tug; returned 19/9/46,
.....	FAITHFUL STAR	.....	.....	.....27	A/P, HS; returned 9/3/46.
Requisitioned 5/9/39					
.....	FAIR BREEZE	.....	.....	.....25	A/P; lost collision off Dunkerque 1/6/40.
.....	FRIENDLY GIRLS	.....	.....	.....13	HS, FOX (1939), FRIENDLY GIRLS (1942); returned 31/10/45.
.....	LORD CURZON	.....	.....	.....17	HS, SC; returned 26/2/46.
Requisitioned 6/9/39					
.....	MILL O' BUCKIE	.....	.....	.....11	XS, HS; returned 27/8/45.
Requisitioned 11/9/39					
.....	LORANTHUS	.....	.....	.....29	XS, HS; returned 30/12/44.
Requisitioned 14/9/39					
.....	COREOPSIS (i)	.....	.....	.....11	XS, OLIVINE (1939); returned ../12/45.
.....	DAISY II	.....	.....	.....08	HS; returned 12/4/43.
Requisitioned 15/9/39					
.....	GELLYBURN	.....	.....	.....08	WC; returned 10/4/46.
Requisitioned 19/9/39					
FY.705	DORIENTA	.....	.....	.....14	TV; returned 27/7/46.
FY.708	GOLDEN HARVEST	.....	.....	.....14	TV; returned 12/6/45.

Requisitioned 20/9/39					
.....	OCEAN CHEST	.....	.....	11	HS; returned ../10/40.
Requisitioned 22/9/39					
.....	OCEAN PILOT	.....	.....		HOS; returned ../6/45.
Requisitioned 30/9/39					
.....	DARDA	.....	.....	11	HS, salvage vessel; returned MOWT .././42.
Requisitioned 2/10/39					
FY.731	BOY PHILIP	.....	.....	30	M/S, RASC (1943); sold ../10/45.
Requisitioned 3/10/39					
	EXCEL IV	.....	.....	19	FAA tender, TRV returned .././45.
FY.736	JUSTIFIER	.....	.....	25	M/S, HS; returned ../1/46.
Requisitioned 8/10/39					
.....	DARCY COOPER	.....	.....	28	XS; bombed German aircraft Harwich 9/4/41.
Requisitioned 11/10/39					
.....	NEVES	Goole Shipbuilding	Elliott & Garrood (Beccles)	31	HS; returned 24/10/45.
Requisitioned 16/10/39					
.....	CORN RIG	.....	.....	11	HS; returned 13/3/46.
Requisitioned 20/10/39					
FY.891	FEACO	.....	.....	24	M/S; returned 10/11/45.
Requisitioned ../11/39					
FY.1865	BOY SCOUT	.....	.....	13	M/S, BBV; returned 28/6/45.
FY.1626	DESIRE (i)	.....	.....	08	A/P, ROSA (1940); lost cause unknown the Clyde 11/9/43 & written-off as constructive total loss, scrapped ../4/44.
FY.990	EAGER	.....	.....	12	M/S; returned 6/6/46.
FY.551	FORMIDABLE (ii)	.....	.....	17	M/S, FIDGET (1939), A/P, ASR; sold ../9/46.
FY.977	INTERNOS	.....	.....	08	M/S, TRV; returned ../3/46.
	<i>ex-Inter-Nos</i>				
FY.957	LIBERTY (i)	.....	.....	03	M/S, LUNETTE (1945); returned .././46.
FY.930	LORD HOOD	.....	.....	25	M/S; returned 12/4/46.
Requisitioned 3/11/39					
.....	JACK GEORGE	.....	.....	13	WC; returned 17/8/45.
Requisitioned 8/11/39					
.....	BOY ROY	.....	.....	11	A/P; bombed German aircraft off Dunkerque 28/5/40.
.....	GERVAIS REN-TOUL	.....	.....	17	A/P, HS; returned ../10/45.
.....	GIRL PAMELA	.....	.....	12	A/P; lost collision off Dunkerque 29/5/40.
Requisitioned 9/11/39					
.....	FORECAST	.....	.....	39	A/P; lost unknown cause Greenock 10/4/44.
Requisitioned 12/11/39					
FY.928	FEASIBLE	.....	.....	12	M/S; returned 21/8/45.
Requisitioned 13/11/39					
FY.949	ASCONA	.....	.....	30	M/S; returned ../1/46.
.....	LANNER	J Duthie Torry (Aberdeen)	W V V Lidgerwood (Glasgow)	12	M/S, RASC (1946).
.....	MARINUS	.....	.....	11	BBV, HS; returned .././46.
Requisitioned 14/11/39					
.....	CONSTANT STAR	.....	.....	11	HS; returned 20/11/39.
FY.....	GIRL MARGARET	.....	.....	14	M/S, BDV; burnt-out & beached Kalkara Creek .././46; sold 4/9/47 & scrapped.
Z.304					
.....	LORD HOWARD	.....	.....	17	A/P; lost collision Dover 24/12/40.
Requisitioned 15/11/39					
FY.902	ACHIEVEABLE	.....	.....	27	M/S; returned 12/1/46.
FY.950	HOSANNA	J Chambers (Lowestoft)	Crabtree (Great Yarmouth)	30	M/S; returned ../8/45.
FY.929	LORD BARHAM	.....	.....	25	HS; returned 24/5/46.
.....	MINT	.....	.....	12	WC; returned ../4/46.
.....	OCEAN SUN-LIGHT	A Hall (Aberdeen)	A Hall (Aberdeen)	... 6.29	M/S; mined off Newhaven 13/6/40.
Requisitioned 16/11/39					
.....	FELLOWSHIP	.....	.....	14	M/S; RHN (1941/46); returned .././...
.....	FURZE	.....	.....	11	WC; returned 3/10/45.
FY.923	JACKETA	.....	.....	26	M/S; returned ../3/46.
Requisitioned 18/11/39					
FY.924	JOHN & NORA	.....	.....	13	M/S, XS; returned 18/7/46.
FY.1600	LORD SUFFOLK	J Chambers (Lowestoft)	W Burrell (Great Yarmouth)	 6.29	M/S, BANSHEE (1940); returned 25/1/46.
Requisitioned 20/11/39					
FY.316	GORSE	.....	.....	11	XS, A/S; returned 1/10/45.
FY.288	INVERCAIRN	.....	.....	16	A/S; returned ../11/45.
Requisitioned 21/11/39					
FY.556	GLEN HEATHER	.....	.....	13	M/S; returned 12/10/45.

FY.953	MERBREEZE	S Richards (Lowestoft)	S Richards (Lowestoft)	31	M/S; sold .././47.
.....	MONARDA	Herd & McKenzie (Findochty)	J Lewis (Aberdeen)	16	M/S; foundered Thames estuary 8/11/41.
Requisitioned 22/11/39					
FY.941	FAIRY KNOWE	.....	.....	.....13	M/S, tug; returned 9/3/46.
FY.938	INDUSTRY	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	 6.07	M/S; returned 19/12/45.
FY.935	JEANNIE LEASK	.....	.....	.....07	M/S, RAF REXMOOR (1943); sold .././...
FY.910	LICHEN	.....	.....	.....11	M/S; returned 11/9/46.
Requisitioned 24/11/39					
FY.960	ALCOR	.....	.....	.....22	M/S; returned 17/9/45.
FY.1514	B.T.B	.....	.....	.....11	M/S; returned 19/1/46.
FY.1511	BEN & LUCY	.....	.....	.....10	M/S, tug (19...); returned ../7/46.
.....	BOY ALLAN	.....	.....	.....14	M/S; lost collision Thames estuary 10/2/41.
.....	DEVON COUNTY	.....	.....	.....10	M/S; mined Thames estuary 1/7/41.
FY.1516	EVENING PRIM-ROSE	.....	.....	.....11	M/S, A/P; returned 17/4/46.
FY.962	FRONS OLIVAE	.....	.....	.....16	M/S; returned 12/3/46.
FY.1518	JOHN ALFRED	.....	.....	.....13	M/S, A/P; returned 1/3/46.
Requisitioned 25/11/39					
.....	FORERUNNER	.....	.....	.....11	M/S; lost collision Thames estuary 14/10/41.
FY.1510	GOLDEN NEWS	.....	.....	.....14	M/S; RAF (1943).
Requisitioned 26/11/39					
FY.1506	LORD CAVAN	.....	.....	.....15	M/S; gunfire German shore batteries Dunkerque 1/6/40.
FY.1562	NAIRNSIDE	.....	.....	.....12	M/S, FS; returned 12/7/46.
Requisitioned 27/11/39					
FY.1500	ADVISABLE	.....	.....	.....30	M/S; returned .././46.
FY.963	GILT EDGE	.....	.....	.....16	M/S; returned 10/8/45.
FY.965	GUIDE ON	.....	.....	.....17	M/S; returned 27/6/46.
.....	LUPINA	.....	.....	.....09	HS; returned 21/12/45.
FY.911	OCEAN SCOUT	.....	.....	.....13	A/P, TRV; returned 22/12/45.
Requisitioned 28/11/39					
FY.1502	AMALIA	.....	.....	.....17	M/S; returned 17/4/46.
.....	BRIGHTON O' THE NORTH	.....	.....	.....14	XS; returned 27/9/45.
FY.1992	EILEEN EMMA	.....	.....	.....14	A/P; returned 28/11/39.
FY.1505	FISHER BOY (i)	.....	.....	.....14	M/S; returned 24/7/46.
FY.1991	GIRL GLADYS	Colby (Oulton Broad)	W Burrell (Great Yarmouth)	17	A/P, XS; returned 13/2/46.
.....	MAGNIFICENT III	.....	.....	.....09	HS; returned 2/11/44.
FY.1508	MARE	.....	.....	.....11	M/S, A/P; returned 12/10/45.
Requisitioned 29/11/39					
.....	GOLDEN MILLER	.....	.....	.....10	A/P; returned 12/9/45.
FY.1971	NETSUKIS	.....	.....	.....13	A/P, TRV; returned 17/4/46.
.....	NORFOLK COUNTY	.....	.....	.....08	XS; returned 17/4/46.
Re-requisitioned 29/11/39					
.....	OCEAN LIFE-BUOY	A Hall (Aberdeen)	A Hall (Aberdeen)	 6.29	M/S; returned 26/1/46.
Requisitioned 30/11/39					
.....	ADELE	.....	.....	.....15	HS; returned ../2/46.
.....	BUDDING ROSE	.....	.....	.....	HS; returned 8/10/45.
.....	CARMANIA II	.....	.....	.....36	A/P, AMBROSE (1940); returned ../12/45.
.....	CONFIDE	.....	.....	.....07	HS; returned 9/5/45.
FY.1994	GOLDEN GIFT	.....	.....	.....10	HS; lost collision Oban 6/4/43.
FY.1635	JEANNIE MCINTOSH	.....	.....	.....15	M/S, HS; returned ../2/46.
FY.1517	LIZZIE BIRREL	.....	.....	.....13	M/S; returned 15/3/46.
.....	MIDAS	.....	.....	.....10	A/P; lost collision off Dungeness 3/2/41.
FY.1503	OCEAN LUX	A Hall (Aberdeen)	A Hall (Aberdeen)	 5.30	M/S; returned 26/9/45.
Requisitioned 1/12/39					
FY.1962	GOWAN	.....	.....	.....07	XS, M/S; returned 5/3/46.
Requisitioned ../12/39					
FY.1910	GEORGE ALBERT	.....	.....	.....16	BBV; returned 29/6/46.
FY.976	INVERUGIE	.....	.....	.....08	M/S, BBV; returned 14/8/45.
.....	OCEAN REWARD	.....	.....	.....12	HS; collision off Dover 28/5/40.
Requisitioned 2/12/39					
.....	JUSTIFIED	.....	.....	.....25	M/S; mined off Malta 16/6/42.

Requisitioned 3/12/39

FY.1975 GIRL ELLEN	.....	.....	.....14	A/P, HS; MOWT 21/3/46.
Requisitioned 6/12/39				
..... APPLE TREE	.....	.....	.....07	A/P; lost by collision Oban 15/10/40.
FY.1985 DARNAWAY	.....	.....	.....18	HS; returned 21/9/45.
..... DOORIE BRAE	.....	.....	.....20	A/P; returned .././45.
FY.1950 GEORDIE	.....	.....	.....11	A/P, HS; returned 31/5/46.
FY.1978 OCEAN SPRAY	.....	.....	.....12	A/P, HS; returned ../2/46.
Requisitioned 7/12/39				
FY.1964 DAISY BANK	.....	.....	.....11	HS; returned 13/7/44.
..... FRAGRANT	.....	.....	.....08	SC, HS; returned ../10/45.
..... HONEYDEW (i)	.....	.....	.....11	SC; returned 27/9/46.
Requisitioned 8/12/39				
FY.1879 COMELY BANK	.....	.....	.....14	BBV; returned 17/7/46.
FY.1909 CONSTANT HOPE	.....	.....	.....13	BBV; returned ../9/45.
FY.1552 CORAL BANK	.....	.....	.....14	M/S; returned MOT 8/5/46.
..... GLEN ALBYN	.....	.....	.....09	M/S; mined Loch Ewe 23/12/39.
FY.1544 GOWAN CRAIG	.....	.....	.....15	M/S; returned 29/6/46.
FY.1528 HARVEST REAPER	.....	.....	.....25	M/S; returned 27/7/46.
..... JEWEL	.....	.....	.....08	M/S; mined off Belfast Lough 18/5/41.
Requisitioned 9/12/39				
FY.985 BETTY INGLIS	.....	.....	.....95	M/S, HS; returned 9/3/46.
FY.1961 BOY JOHN	.....	.....	.....14	A/P, M/S; returned 4/7/45.
FY.1505 CONCORDIA	.....	.....	.....13	M/S; returned 5/6/46.
FY.1534 GOLDEN EFFORT	.....	.....	.....14	M/S; lost unknown cause off Greenock 23/9/43.
Requisitioned 10/12/39				
FY.1999 GIRL WINIFRED	.....	.....	.....12	A/P, HS; returned 18/12/45.
Requisitioned 13/12/39				
FY.1873 EX FORTIS	.....	.....	.....14	BBV; returned 19/9/45.
FY.1877 KIDDAW	.....	.....	.....09	BBV; returned 6/7/45.
Requisitioned 15/12/39				
FY.1957 CRAIG ALVAH	.....	.....	.....09	HS; returned 19/12/45.
Requisitioned 20/12/39				
FY.291 BRANCH	.....	.....	.....08	A/S; returned 14/2/46.
FY.279 CRANNOCK	.....	.....	.....11	A/S; returned ../1/46.
Requisitioned 21/12/39				
FY.351 GUIDING LIGHT	.....	.....	.....11	A/P, M/S; returned 14/6/45.
..... NORTHERN SCOT	.....	.....	.....11	SC, HS; returned 27/11/44.
Requisitioned 25/12/39				
FY.302 FAWN (i) ex-Primrose	.....	.....	.....15	A/S; returned 16/2/46.
Requisitioned 28/12/39				
..... BUCKLER	.....	.....	.....11	HS; returned 21/3/46.
Requisitioned .././40				
..... ACCUMULATOR	.....	.....	.....12	HS; returned 24/10/40.
Requisitioned ../1/40				
..... GOLDEN THYME	.....	.....	.....	HS; returned ../9/45.
Requisitioned 3/1/40				
..... BOY BOB	.....	.....	.....16	BBV; returned 23/2/45.
FY.1914 ELSIE & NELLIE	.....	.....	.....16	BBV; returned 23/2/45.
FY.1915 J T HENDRY	.....	.....	.....08	BBV; returned 17/7/45.
Requisitioned 4/1/40				
..... NORLAN	.....	.....	.....14	Tender; returned ../12/45.
Requisitioned 5/1/40				
..... MISTRESS ISA	.....	.....	.....15	HS; returned 2/9/43.
Requisitioned 6/1/40				
..... HARVEST HOPE	.....	.....	.....11	A/S; returned 3/10/45.
Requisitioned 8/1/40				
..... HANDSOME	.....	.....	.....07	HS; returned 11/9/45.
Requisitioned 10/1/40				
4.372 ADORATION	.....	.....	.....12	XS; returned 10/9/45.
Requisitioned 23/1/40				
..... DEWY EVE	.....	.....	.....16	M/S; lost collision Scapa Flow 9/6/40.
Requisitioned 1/2/40				
..... DELIVERER	.....	.....	.....09	XS; returned 28/7/43.

Requisitioned 9/2/40

.....	GOLDEN SHEAF	.....	.....	16	HS; returned 31/8/45.
.....	OBTAIN	Herd & McKenzie (Findochty)	Rose Street Foundry (Inverness)	17	HS; returned 31/10/45.

Requisitioned 21/2/40

.....	LEMNOS			10	XS, HS; returned 8/11/45.
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Requisitioned 23/2/40

.....	C & A			17	HS; returned 31/3/46.
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Requisitioned 24/2/40

.....	GOLDEN DAWN			13	HS; lost unknown cause Ardrossan 4/4/40.
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Requisitioned 5/3/40

.....	CORUSCATION			10	A/P; returned 1/3/46.
.....	INSPECTOR			09	H/S; returned 8/11/43.
	<i>ex-Campania</i>				

FY.1597	MAJESTY			08	A/P; returned 5/9/46.
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Requisitioned 12/3/340

.....	MORAY VIEW			09	HOS; returned 5/2/46.
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Requisitioned 15/3/40

.....	GIRL VIOLET			17	XS, HS; returned 31/5/46.
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Requisitioned 23/3/40

.....	ACQUISITION			13	DGV; returned 23/10/43.
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Requisitioned 27/3/40

.....	ADMIRE			08	HS; returned 11/1/46.
.....	BERYL II			09	XS, HS; returned 25/3/46.

Requisitioned 28/3/40

.....	CASTLE STUART	.....	.....	10	A/P, HOS; returned 20/7/46.
.....	FENELLA			20	XS; returned 11/2/46.
	<i>ex-Unity</i>				

Requisitioned 29/3/40

.....	BELLE O' MORAY			11	HS; returned 12/3/46.
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Requisitioned 1/4/40

.....	AMIABLE			10	DGV; returned 11/2/46.
.....	EASTER ROSE			14	BBV, tender; returned 13/4/45.
.....	ENTERPRISING	.....	.....	14	DGV; returned .././47.
.....	JEANNIE HOWIE			12	BBV, HS; returned ../9/45.

Requisitioned ../4/40

.....	EMBRACE			07	A/P; wrecked Loch Aish 2/8/40.
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Requisitioned 2/4/40

.....	ACQUIRE			07	BBV; returned 6/9/45.
.....	BETSY SLATER			11	BBV, HS; returned 30/12/44.
.....	BUCHAN	.....	.....	08	BBV; returned 6/4/40.
.....	HEATHER SPRIG	.....	.....	13	BBV, HS; returned 15/3/46.
.....	JESSIE TAIT			15	BBV, TV; returned 30/4/46.

Requisitioned 3/4/40

.....	LAVATERA			13	BBV, HS; returned 6/7/46.
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Requisitioned 4/4/40

.....	JOCELYN			15	A/P, HS; returned 28/5/45.
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Requisitioned 9/4/40

.....	FAVOUR			08	A/P; returned 27/6/46.
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Requisitioned 11/4/40

.....	JESBURN			17	HS, WC; returned 1/7/46.
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Requisitioned 17/4/40

FY.1925	OCEAN RETRIE- VER			12	A/P; mined Thames estuary 22/9/43.
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Purchased 19/4/40

.....	MOED EN WERK	Beliard & Crighton (Oostende)	Humboldt Deutzmotoren (Köln)	31	D/L, ACRASIA (1940), A/P, HS; sold 18/12/46.
	<i>ex-Jean-Antoine,</i>	(Oostende)			
	<i>ex-Belle-Teste, ex-</i>				
	<i>Annie Madeleine</i>				

Requisitioned 24/4/40

FY.1933	CONSTANT			12	A/P; returned .././45.
4.10	FRIEND				

FY.1947	OCEAN TOILER			15	A/P; returned ../1/46.
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Requisitioned 1/5/40

FY.1918	OCEAN TREA- SURE			13	A/P; returned 8/3/46.
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Requisitioned ../5/40

FY.1659	MARY J MASSON			13	DGV; returned ../10/46.
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Requisitioned 11/5/40

.....	FISHER GIRL			13	DGV; bombed German aircraft off Falmouth 25/11/41.
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Requisitioned 14/5/40					
.....	CABOT			11	DGV, BOUNTIFUL (1941), BOUNTEOUS (1943); returned .. /6/45.
	ex-Bountiful				
Requisitioned 15/5/40					
.....	KILMANY	.....	.....	25	HS; returned .. /7/45.
Requisitioned 16/5/40					
.....	ALEX WATTS	.....	.....	13	TRV; returned 21/3/46.
FY.1651	OCEAN PIONEER	.....	.....	15	M/S, DGV; returned 24/5/46.
	ex-Bountiful				
Requisitioned 17/5/40					
FY.290	CONTRIVE	.....	.....	11	DGV; returned 31/5/46.
FY.273	EASTERN DAWN	.....	.....	08	DGV; paid-off .. /8/43.
FY.1655	GIRL ETHEL	.....	.....	14	DGV; returned 9/10/43.
Requisitioned 18/5/40					
FY.1661	DICK WHITTING- TON	.....	.....	13	DGV; returned 18/10/45.
Requisitioned 19/5/40					
.....	ABERDOUR	.....	.....	08	BBV; returned 23/5/40.
FY.284	ABIDING STAR	.....	.....	17	DGV; returned 3/8/46.
FY.961	EXCHEQUER	.....	.....	14	XS, HS; returned 12/4/45.
.....	LASSIE MAIN	.....	.....	10	BBV; returned 15/6/44.
Requisitioned 22/5/40					
.....	FEAR NOT	.....	.....	08	A/P, HS; returned 31/10/45.
.....	FLOWER	.....	.....	07	HS; returned 16/2/46.
Requisitioned 24/5/40					
.....	CRAIG BO	.....	.....	09	XS; lost cause & place unknown 31/7/44 & written-off as constructive total loss.
Requisitioned 25/5/40					
.....	NELLIE McGEE	.....	.....	08	WC; returned 31/5/46.
Requisitioned 26/5/40					
.....	DEVOTION	.....	.....	10	WC; returned 11/11/44.
Requisitioned .. /6/40					
.....	ANDRE MON- IQUE	.....	.....	37	A/P; returned 29/8/45.
4.228	DE DRIE GEZUSTERS	.....	.....	12	A/P, HS; returned .. /../45.
.....	DE HEILIGE FAMILIE	.....	.....	36	HS; returned 17/9/45.
.....	DE ZEE MEEUW	.....	.....	31	A/P, Polish Navy P.7 (1940/41); returned 17/11/44.
Requisitioned 1/6/40					
.....	CYRIEL VER- SCHAEVE	.....	.....	36	HS; returned 19/8/45.
.....	MAGGIE GAULT	.....	.....	10	HS; returned 28/4/45.
Requisitioned 4/6/40					
.....	ELYSIAN DAWN	.....	.....	09	HS; returned 20/3/46.
Requisitioned 11/6/40					
.....	ANCRE ESPER- ANCE	.....	.....	35	FF OCEAN FIRE (1942).
Requisitioned 16/6/40					
.....	ANIMATION (2)	.....	.....	25	FAA tender; returned .. /11/45.
	BOY RAY	.....	.....	10	A/P, WC; returned .. /../46.
.....	GOLDEN CHANCE	.....	.....	14	Harbour service; returned .. /8/46.
.....	OAK APPLE	.....	.....	10	TRV; returned .. /4/46.
Requisitioned 21/6/40					
4.318	DE ROZA	.....	.....	22	A/P, TV; returned 17/10/45.
Requisitioned 22/6/40					
.....	HENDRIK CON- SCIENCE	.....	.....	31	A/P, Polish Navy P.6 (1940); returned 23/12/42.
Requisitioned 28/6/40					
4.268	BEATRIX ADRIENNES	.....	.....	31	A/P, HS; returned 12/9/45.
Requisitioned .. /7/40					
Z....	NIGHTFALL	.....	.....	18	BDV; sold .. /1/45.
Requisitioned 3/7/40					
.....	HALLMARK	.....	.....	06	BBV, HS; returned .. /../44.
.....	MEMELINC	I S Figee (Vlaardingen)	Sulzer (Winterthur)	32	BBV, HS; returned 1/10/45.
Seized 3/7/40					
4.265	ANN GASTON	.....	.....	37	XS; returned 13/11/45.

FY.1867	ARGO			38	M/S; returned 19/2/46.
FY.1797	CAP FERRAT			38	M/S; returned 28/6/46.
.....	CAPORAL PEU-GEOT			23	M/S; returned 6/12/45.
.....	CHRISTINE ROSE ex-Christiane-Rose			.....	XS; wrecked coast of Argyll 10/9/41.
.....	ECHO			37	M/S, HS, RESOUND (1940); returned 19/6/46.
.....	ELISABETH THERESE			34	M/S, RASC (1944); lost cause & place unknown 4/7/45.
FY.1778	FRÈRES COQUELIN			34	M/S, RASC (1943); returned ../2/46.
.....	JOHN WATT			11	HS; returned 11/2/46.
Requisitioned 4/7/40					
.....	BREME			10	XS, HS; returned 24/12/45.
Requisitioned 10/7/40					
4.267	CHARLES HENRI			35	A/P; returned 13/11/45.
Requisitioned 11/7/40					
.....	BRAES O' BUCKIE			10	HS, WC; returned 7/9/46.
Requisitioned 12/7/40					
.....	HEATHERY BRAE			10	BBV, HS; returned 12/6/46.
Requisitioned 14/7/40					
.....	OCEAN GIFT			07	BS, WC; returned 7/3/45.
Requisitioned 16/7/40					
.....	GUIDE US			08	SV; MOWT (1942).
Requisitioned 30/7/40					
.....	ADRONIE CAMIEL			36	A/P, FS; returned 29/8/45.
.....	ANNIE MARIE			38	A/P, Polish Navy P.5 (1940); lost cause & place unknown 19/1/42.
Requisitioned 31/7/40					
.....	DE HOOP (i)			31	BBV, LIEGE (1941); returned ../../47.
Requisitioned 9/8/40					
.....	COR JESU			31	BBV, bombed German aircraft off Alnmouth 8/6/41.
.....	JEANNINE			13	BBV, HS; returned 15/10/45.
Requisitioned 11/8/40					
.....	LILIUM			13	DGV; returned ../../46.
Requisitioned 30/8/40					
.....	CHARLES DENISE			35	BBV, HS; returned 9/11/45.
Requisitioned 4/9/40					
.....	CONFIANCE			30	HS; returned 21/9/45.
Requisitioned 5/9/40					
.....	GENERAL LEMAN			19	BBV; returned 27/8/45.
.....	GIRL ENA			07	XS, HS; returned 10/9/45.
Requisitioned 14/9/40					
.....	DEWY ROSE			15	BBV, HS; returned 8/1/46.
Requisitioned ../10/40					
FY.1802	EADWINE			14	A/P; returned ../3/46.
.....	FORESIGHT			11	HS; returned 4/6/46.
Requisitioned 7/10/40					
4.410	ADRIATIC			36	A/P, XS; returned ../8/45.
.....	DE HOOP (ii)			29	A/P; returned 3/9/45.
Requisitioned 8/10/40					
.....	MATHILDE SIM- ONNE			31	A/P, DGV; returned 30/12/46.
Requisitioned 9/10/40					
FY.364	MARIA LUDO- VICA			31	M/S; returned ../9/45.
4.284	MONTE CARLO			31	A/P, HS; returned ../10/45.
Requisitioned 10/10/40					
4.09	HEKTOR FRANS			38	A/P, HS; returned 29/10/45.
Requisitioned 20/10/40					
.....	HARRY EAST- ICK	Yare Dry Dock (Great Yar- mouth)	Carver (Great Yarmouth)	26	HS; returned 11/12/45.
Requisitioned 21/10/40					
.....	GOLDEN WEST			14	HS; returned 17/5/46.

Requisitioned 23/10/40				
.....	GABRIELLE MARIA	.....	.....	.....31 A/P, BBV, FF CHANNEL FIRE (1942); returned ../4/46.
Requisitioned 8/11/40				
.....	ANIMATE	.....	.....	.....17 HS; returned 27/4/46.
Requisitioned ../12/40				
.....	DILIMER	.....	.....	.....16 A/P; returned 13/7/45.
.....	KITTY GEORGE	.....	.....	.....13 WC; returned 6/2/46.
Requisitioned ../1/41				
.....	MELODY	.....	.....	.....03 HS; returned ../1/46.
Requisitioned 16/1/41				
.....	NYKEN	N Skandfer (Kulstadsjöen)	.....	.....20 Harbour service; lost cause unknown off west coast of Scotland 10/12/41 & written-off as constructive total loss.
Requisitioned ../5/41				
FY.1942	JOHN WILLMENT	.....	.....	.....32 M/S; returned 12/8/46.
Requisitioned 21/5/41				
.....	NUEVO CALDAS	C Velo de la Vina (Vigo)	Talleres de la Trans-mediterranean (Valencia)	30 HS; returned 25/2/46.
.....	NUEVO MATARO	-do- <i>ex-Mataro</i>	-do-	30 HS; returned 25/2/46.
Requisitioned 1/7/41				
.....	NORFORD SUFF-LING	.....	.....	.....14 HS; lost cause & place unknown 7/3/46.
Requisitioned 12/7/41				
.....	FORELOCK	.....	.....	.....10 XS, WC; returned ../11/45.
Purchased ../8/41				
.....	EVENING STAR	.....	.....	.....07 HS; sold ../6/44.
Requisitioned ../8/41				
.....	DAWNAWAY	.....	.....	.....07 HS; sold ../6/44.
Requisitioned 10/8/41				
.....	DAISY (ii)	.....	.....	..... HS; sold ../6/44.
Requisitioned 12/10/42				
.....	LIZZIE FLEET	.....	.....	.....11 HS; returned 26/4/43.
Requisitioned 16/5/40				
FY.1651	OCEAN PIONEER	.....	.....	.....15 Returned 24/5/46.
Requisitioned 9/11/40				
.....	OCEAN RANGER	.....	.....	.....07 TRV; returned ../1/46.
Requisitioned 12/12/44				
.....	ANNE MARIE	.....	.....	.....36 HS; returned 20/6/45.

A/P auxiliary patrol drifter A/S anti-submarine drifter BBV barrage balloon vessel BS blockship DGV de-gaussing vessel FF fire float FS ferry service drifter HOS hospital service drifter HS harbour service drifter MOWT Ministry of War Transport M/S minesweeping drifter RASC Royal Army Service Corps SC store carrier SV salvage vessel TRV torpedo recovery vessel TV training vessel WC water carrier XS examination service drifter

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../9/39					
FY.03	MARAUDER	.....	.....	.....	RCN M/S; returned ../../45.
Requisitioned 24/11/39					
.....	CLARA	.....	.....	.....15	HS; returned 31/1/46.
Requisitioned 4/12/39					
4.49	GUELDER ROSE	.....	.....	.....	D/L, XS; returned 14/11/45.
Requisitioned 13/12/39					
.....	COMFORT (i)	.....	.....	.....	D/L; collision minesweeper LYDD off Dover 29/5/40.
Requisitioned 21/12/39					
.....	DAISY (i)	.....	.....	.....	HS; returned 29/10/45.
Requisitioned ../../40					
Z.25	FLORES	.....	.....	.....	RCN M/S; returned 22/3/44.
Requisitioned ../1/40					
.....	JUBILEE	.....	.....	.....	A/P; returned 17/5/41.
Requisitioned 3/1/40					
.....	BOUNTIFUL	.....	.....	.....	HS; returned 28/11/45.
.....	MAYFLOWER	.....	.....	.....	HS, MEMENTO (1940), A/S; returned 26/9/45.
Requisitioned 27/2/40					
FY.718	GULA	.....	.....	.....36	D/L, HS; returned 11/5/46.
Purchased ../5/40					
.....	GUIDE ME	.....	.....	.....	HS; sold ../8/44.
Requisitioned 29/5/40					
.....	GUIDO GEZELLE	.....	.....	.....32	BBV; returned 5/11/46.

Requisitioned 22/6/40					
.....	BLANCHE MAR-GUERITE	.....	.....	.....39	A/P, Polish Navy P.9 (1940/41); returned 19/11/45.
.....	CREST	.....	.....	.....	A/P; returned 8/1/42.
Requisitioned 23/6/40					
.....	CHOICE II	.....	.....	.....	A/P; returned 11/11/45.
.....	FOIL ex- <i>Uberus</i>	.....	.....	.....35	A/P, HS; returned ../12/45.
Requisitioned 28/6/40					
.....	JONGE JAN	.....	.....	.....31	HS; returned 30/11/45.
Requisitioned ../7/40					
.....	DULSIE	.....	.....	.....	A/P; sold ../12/44.
.....	SWIFT (i)	.....	.....	.....24	A/P, SWIRL (1944); returned ../../45.
Seized 3/7/40					
.....	LE NIVOSE	Ch & At de Saint-Nazaire (Grand Quevilly)	Ch & At de Saint-Nazaire (Grand Quevilly)	36	A/P, XS; returned ../../45.
FY.1769	LUCIEN GOUJY	Beliard Crichton (Oostende)	Humboldt Deutzmotoren (Köln)	35	M/S; lost cause & place unknown 21/2/45.
FY.1567	MARIA ELÉNA	Jos Boel (Tamise)	Usines Carels (Gand)	32	M/S; returned 29/11/45.
Requisitioned 6/7/40					
.....	FULMAR	.....	.....	.....	A/P; returned 9/12/41.
Requisitioned 7/7/40					
.....	BERTHA LINA	.....	.....	.....31	BBV; returned 16/2/46.
Requisitioned 10/7/40					
.....	FISHER BOY (ii)	.....	.....	.....	A/P; returned ../12/41.
Requisitioned 30/7/40					
.....	JACQUELINE FLORIMONDE	.....	.....	.....32	BBV, HS; returned 27/8/45.
Requisitioned ../9/40					
.....	JØKUL	A M Liaaen (Aalesund)	Atlas (Stockholm)	37	XS, HS; returned 25/7/45.
Requisitioned ../10/40					
.....	KORALENI	Lars Brastad	.....	.....35	HS, USN (1942/43); returned 25/7/45.
Requisitioned 7/10/40					
.....	MASSABIELLE	Beliard Crichton (Oostende)	Humboldt Deutzmotoren (Köln)	35	A/P; returned 10/12/45.
Requisitioned 10/10/40					
.....	MARGUERITE MARIE LOISE	.....	.....	.....31	A/P, XS, Tug, TRV; returned 4/10/45.
Requisitioned 17/10/40					
4.300	GABRIELLE DENISE	.....	.....	.....10	A/P, tender; returned 23/12/45.
Requisitioned 31/12/40					
.....	COMFORT (ii)	.....	.....	.....05	HS; returned 24/6/46.
Requisitioned ../1/41					
.....	HONEYDEW (ii)	.....	.....	.....03	HS; lost cause unknown Scapa Flow area 9/11/42.
Requisitioned 10/3/41					
.....	FERTILITY (ii)	.....	.....	.....33	HS; returned ../../44.
Requisitioned 1/1/42					
.....	BRAE FLETT	.....	.....	.....02	HS; lost cause unknown Clyde area 22/9/43.
Requisitioned 11/2/42					
.....	CAPE CANSO	.....	.....	.....41	RCN, M/S; returned 28/3/44.
Seized 1/3/43					
.....	HARPOON ex- <i>Vestfart</i>	.....	.....	.....42	TV; returned 12/12/45.
Purchased 11/11/43					
.....	OTTER	R Adams (Sydney)	.....	.....42	RAN BDV, DT; sold ../../68.
A/P auxiliary patrol drifter A/S anti-submarine drifter BBV barrage balloon vessel DGV de-gaussing vessel DT diving tender FF fire float FS ferry service HOS hospital service HS harbour service MOWT Ministry of War Transport M/S minesweeping drifter RASC Royal Army Service Corps SV salvage vessel TRV torpedo recovery vessel TV training vessel WC water carrier XS examination service					

Armed Yachts

A large number of yachts, down to quite small craft, were requisitioned for war service; but those under 100 tons (Thames measurement) have been omitted because it has not proved possible to secure sufficient details about them. Most small yachts were used as air/sea rescue craft, or as harbour

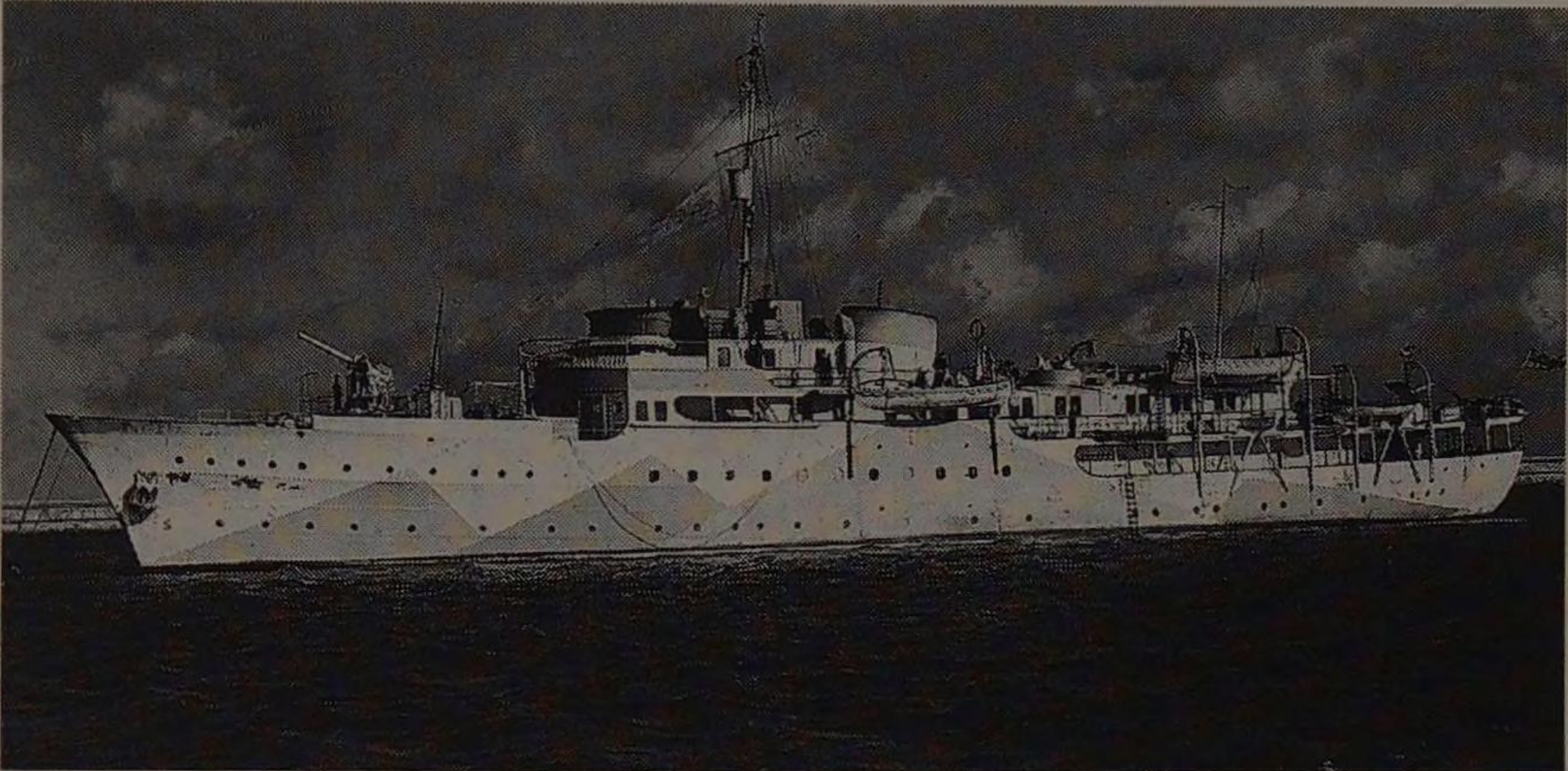
defence patrol craft; and were later replaced by war construction units specifically designed for these roles.

The larger yachts were initially used for patrol, anti-submarine, mine-sweeping, training, and a wide variety of auxiliary roles; and before war

construction was able to meet their more combatant duties they performed sterling work in coastal waters. The A/S yachts were formed into nine groups of four/six vessels, and many entered service armed only with machine guns and depth charges. Later, they generally mounted a 4in or 12pdr gun forward—or a 3/6pdr in the smaller units—supplemented by various light AA guns.

The M/S yachts were principally used as danlayers, but were also employed as senior officers' ships: the criterion was more the accommodation available than their military qualities! Their comfortable quarters also resulted in many becoming—or later becoming—accommodation ships. They also served as armed boarding vessels off-shore, and as examination vessels at the entrances to ports and harbours.

Right and below left: The *Lynx* (right) and *Husky* (below left) were both used for patrol work, and were armed with a 4in gun forward. (IWM)
Below right: The *Philante* was the largest yacht to be requisitioned, and was initially used for A/S work before serving as the flagship of the A/S training flotilla. She was armed with a 4in AA gun forward, a 12pdr AA gun aft, and was fitted with AW.286 RDF. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Purchased .././39					
4.84	BREDA ex-Sapphire	J Brown (Clydebank)	J Brown (Clydebank)	 7.12	A/P, submarine tender (1940); lost collision Loch Campbeltown 18/2/44.
Requisitioned .././39					
4.130	BLUEBIRD	Goole Shipbuilding	Ruston & Hornsby (Lincoln)	38	D/L, XS; yacht <i>Sterope</i> (1946), <i>Janick</i> (19..).
FY.050	BOYPAT	.....	.....	.....15	M/S; returned .././46.
Z.02	SANS PEUR	Thornycroft (Woolston)	Atlas (Stockholm)	 7.33	RCN A/P, TV, mercantile (name unchanged – 1947), <i>Trenora</i> (1948); hulked hotel ship .././75.
Z.52	ex-Trenora	.....	.....	.....09	RCN XS; returned .././...
.....	ULNA	.....	.....	.....09	RCN XS; returned .././...
4.02	WHITE BEAR ex-Iolanda	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	 7.08	Tender, SV; mercantile <i>Lexamine</i> (1947).
Requisitioned ../8/39					
.....	CALANTHE	Stephen (Linthouse)	Stephen (Linthouse)	 5.98	XS; bombed German aircraft off Milos 24/4/41.
FY.016	LADY VAGRANT	.....	.....	.....03	A/S, VRYSSIE (1940); returned 14/2/40.
FY.028	VALENA	.....	.....	.....08	A/S; returned .././45.
FY.323	WILNA	.....	.....	.....39	A/S; bombed German aircraft off Portsmouth 24/3/41.
Purchased ../9/39					
FY.003	ALICE	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	 2.30	A/S, ACC; sold .././47.
.....	ANGLIA	Hepple (South Shields)	Hepple (South Shields)	 2.13	ABV; sold .././46.
FY.005	COILA	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 9.22	A/S, mercantile (1947).
FY.008	CYNARA ex-Jason, ex- Portia, ex-Jason	Day Summers (Southampton)	Day Summers (Southampton)	 1.13	A/S; returned .././40.
4.67	MALAHNE	.....	.....	.....37	FAA TAV; sold .././46.
FY.020	ORACLE ex-Osprey	.....	.....	.....29	A/S, RTV; burnt-out off Liverpool & written-off as constructive total loss; sold T W Ward .././48, arrived Preston 14/5/48 for scrapping.
.....	ROSABELLE	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	11.01	ABV; torpedoed German submarine U.374 Straits of Gibraltar 11/12/41.
FY.027	SONA	Camper & Nicholson (South-ampton)	Vickers-Petters (Ipswich)	 7.22	A/S, ACC; bombed German aircraft Poole 4/1/42.

FY.033	ZAZA	Beardmore (Dalmuir)	Beardmore (Dalmuir)	 9.05	A/S, ACC; sold .././48.
Requisitioned ../9/39					
FY.001	AARLA	.....	.....	.....03	A/S; sold ../7/45.
FY.029	ALTAIR	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	 7.05	A/S; returned .././45.
	ex-Venetia, ex-Trenora, ex-Eros, ex-Venetia				
FY.004	ANNA-MARIE	Thornycroft (Woolston)	Gardner (Patricroft)	 6.30	A/S, TORRENT (1941); mined off Falmouth 6/4/41.
FY.002	CAMPEADOR V	.....	.....	.....38	A/S, mined off Portsmouth 22/6/40.
4.37	CHARLES MCIVER	A & J Inglis (Pointhouse)	Aitchison Blair (Clydebank)	36	ABV; yacht <i>J A Haworth</i> (1945).
FY.006	CONQUEROR	Thornycroft (Woolston)	Thornycroft (Woolston)	 7.11	A/S, auxiliary AA vessel (1941).
	ex-Emerald, ex-Marynthia				
FY.007	CUTTY SARK	Yarrow (Scotstoun)	Yarrow (Scotstoun)	20	A/S, tender; returned .././46.
FY....	ESSEX MAID	Rowhedge Ironworks	Gleniffer (.....)	39	D/L, HDPC, CV; returned .././46.
FY.009	EVADNE	Camper & Nicholson (Southampton)	MAN (Augsburg)	 6.31	A/S, XS (1943); returned ../1/45.
FY.010	GLEN STRATH-ALLAN	Cochrane (Selby)	C D Holmes (Hull)	 8.28	A/S; returned .././45.
FY.011	HINIESTA	Ailsa (Troon) (1)	Dunsmuir & Jackson (Govan)	 2.02	A/S, CV, yacht (same name -1946), <i>Rhouma</i> (19..), <i>Hiniesta</i> (19..), ex-President Roberts (19..), <i>Hiniesta</i> (19..), sold .././...
	ex-Osprey, ex-Rhouma, ex-Triton				
FY.012	IOLARE	Beardmore (Dalmuir)	Beardmore (Dalmuir)	 4.02	PERSEPHONE (1946); sold .././46.
	ex-Amalthaea, ex-Iolare				
FY.014	LADY BLANCHE	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	...10.07	A/S, ACC; returned ../11/45.
FY.015	LADY SHAH-RAZAD	.....	.....	.....04	A/S, TV; sold .././46.
4.65	LORNA	Scotts (Greenock)	Scotts (Greenock)	...11.04	ABV; returned .././41.
	ex-Beryl				
FY.017	MAID MARION	Camper & Nicholson (Southampton)	MAN (Augsburg)	 5.38	A/S, tender DS; yacht <i>Jagusy</i> (1947), <i>Huong Giang</i> (19..), <i>Running Eagle</i> (19..).
FY.018	MEDUSA	Day Summers (Southampton)	Day Summers (Southampton)	 9.06	A/S, MOLLUSC (1939); bombed German aircraft off Blyth 17/3/41.
FY.019	MIGRANTE	G Lawley (Neponset)	Bessemer (Grove City)	 7.29	A/S; for disposal ../6/45.
.....	NARCISSUS	Fairfield (Govan)	Sulzer (Winterthur) (2)	 3.05	TS, GRIVE (1940); bombed German aircraft off Dunkerque 1/6/40.
FY.021	PRINCESS	Furness (Haverton (Hill)	Sulzer (Winterthur)	 4.24	A/S; lost collision Bristol Channel 11/1/40.
FY.022	RADIANT	Camper & Nicholson (Southampton)	-do-	 2.27	A/S, TV; returned ../6/45.
	ex-Saracen, ex-Crusader				
FY.023	RHODORA	-do-	-do-	 7.29	A/S; lost collision Bristol Channel 7/9/40.
FY.024	RION	-do-	Gardner (Patricroft)	 7.28	A/S, NOIR (1944); for disposal ../6/45.
4.63	ST ADRIAN	Camper & Nicholson (Gosport)	.....	..... 6.27	XS, calibrating vessel (1941); sold mercantile <i>Penda</i> (1945).
	ex-St George				
FY.025	ST MODWEN	.....	.....	.....11	A/S; sold .././45.
4.72	SAYONARA	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	 7.11	ABV; sold .././46.
	ex-Vanduarda, ex-Ul				
F.60	SEA BELLE II	White (Cowes)	White (Cowes)	 1.28	A/P, BS SEABELLE (1942), RIN; returned 19/5/46.
FY.026	SHEMARA	Thornycroft (Woolston)	Atlas (Stockholm)	 7.38	A/S, TV; returned ../3/46.
.....	SHIONA	Scott (Bowling)	Gardner (Patricroft)	 6.38	XS, HS; returned ../9/46.
4.83	TIERCEL	Hawthorns (Leith)	Hawthorns (Leith)	 7.13	ABV, ACC, TS; laid-up ../8/45.
4.381	TITAN	Yarrow (Scotstoun)	MAN (Augsburg)	35	HDPC, loaned Watts Nautical College (1943); returned .././45.
FY.031	VIRGINIA	Beardmore (Dalmuir)	Sulzer (Winterthur)	 6.30	A/S, XS (1942); returned .././45.
FY.030	VIVA II	Camper & Nicholson (Southampton)	MAN (Augsburg)	 4.29	A/S; bombed German aircraft off north Cornish coast 8/5/41.
	ex-Viva				
Requisitioned 4/9/39					
50	MIRAMAR	L Halvorsen (Neutral Bay)	Hall Scott (Berkeley)	30	RAN XS; returned 15/11/39.
	ex-Miramar II				
Requisitioned 13/9/39					
.....	ADVENTURESS	Murdoch & Murray (Port Glasgow)	Sulzer (Winterthur) (3)	 4.98	XS; sold ../2/46.
	ex-Queen Victoria				
Requisitioned 15/9/39					
4.12	PHILANTE	Camper & Nicholson (Gosport)	MAN (Augsburg)	 6.37	A/S, TV; RNN NORGE (1947).
Requisitioned 18/9/39					
FY.89	ADELE	Hawthorns (Leith)	Hawthorns (Leith)	06	RAN XS, wrecked Port Kembla 7/5/43 & written-off as constructive total loss.
	ex-Franklin, ex-Adèle				

Requisitioned ../10/39

4.384	ALISDAIR	G de Vries Lentsch (Amsterdam)	Gleniffer (Anniesland)	5.37	HDPC, yacht <i>Marsaltese III</i> (1945), <i>Michiel de Ruyter</i> (19..).
.....	JESTER	J A Silver (Rosneath)	.....	.....37	HDPC; returned .././44, yacht <i>Sheiloan</i> (1945).
.....	MELISANDE	.....	.....	.....83	DS; sold .././45.
4.66	OMBRA	D & W Henderson (Glasgow)	D & W Henderson (Glasgow)	 6.02	D/L; sold .././45.
4.59	ST DOMINICA ex- <i>Devonia</i> , ex- <i>Dorothy</i> , ex- <i>Laranda</i> , ex- <i>Greta</i>	Scotts (Greenock)	Scotts (Greenock)	 3.95	XS, laid-up .././44; sold ../7/48.
4.56	ST KATHERINE	Philip (Dartmouth)	Philip (Dartmouth)	 2.28	XS; returned ../1/46.
FY.053	SARGASSO ex- <i>Atlantis</i> , ex- <i>Mingary</i>	Stephen (Linthouse)	Sulzer (Winterthur)	 6.26	D/L; mined off Isle of Wight 6/6/43.
4.79	SPITFIRE III	J W & A Upham (Brixham)	Gleniffer (Anniesland)	38	D/L, A/P, laid-up ../12/41, FF; yacht <i>Blue Rose</i> (1946).
FY.057	TARANSAY	Hall Russell (Aberdeen)	Gardner (Patricroft)	 6.30	D/L, XS, DS; returned ../7/46.

Requisitioned 4/10/39

.....	FOINHAVEN ex- <i>Mandrake</i> , ex- <i>Kilmarten</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	19	ACC; returned .././45.
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Purchased ../11/39

.....	GELERT	J Fullerton (Paisley)	de Winton (Carnarvon)	 6.81	HDPC; sold 9/1/46.
.....	MINONA	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	06	XS, DS; sold .././47.

Requisitioned ../11/39

.....	ARONIA	H C Christensen (Marstal) (4)	Burmeister & Wain (Kobenhavn)	33	M/S, BS MARTELLO (1941); sold .././45.
4.92	AZUR	Philip (Dartmouth)	Gardner (Patricroft)	11.29	HDPC; sold ../4/46.
4.40	GREY MIST	Camper & Nicholson (Southampton)	Wolseley (Birmingham)	12.20	D/L, tug; sold .././47.
.....	GULZAR	Thornycroft (Woolston)	MAN (Augsburg)	 6.34	D/L; bombed German aircraft Dover 29/7/40.
.....	KILORAN	Bow McLachlan (Paisley)	Gardner (Patricroft)	 5.30	XS, ACC, USN; returned .././45.
.....	MAIMIE ex- <i>Druid</i>	A & J Inglis (Pointhouse)	Bergius (Glasgow) (5)	10.14	BBV, laid-up ../11/44; sold .././45?
4.26	SAGITTA	Day Summers (Southampton)	Day Summers (Southampton)	 8.08	ABV; sold .././46.
.....	SAPPHO	Scott (Bowling)	Aitchison Blair (Clydebank)	35	Guardship; lost cause unknown—probably mined—off Falmouth 30/9/40.
4.75	SEAFLOWER ex- <i>Boadicea</i>	J Elder (Govan)	J Elder (Govan)	 5.82	D/L; scrapped ../12/46.
.....	SURF ex- <i>Miramichi</i> , ex- <i>Surf</i>	Hawthorns (Leith)	Hawthorns (Leith)	 4.02	ABV; bombed German aircraft Piraeus 6/4/41.
FY.032	WARRIOR II	.....	.....	.....04	Tender; bombed German aircraft off Portland 11/7/40.
FY.1565	YARTA	Hawthorns (Leith)	Hawthorns (Leith)	 1.98	D/L, A/S (1942); for disposal ../6/45.

Requisitioned 5/11/39

.....	ROSAURA ex- <i>Dieppe</i>	Fairfield (Govan)	Atlas (Stockholm) (6)	05	ABV; mined off Tobruk 18/3/41.
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Purchased ../12/39

.....	MARIA JOAO			94	CV, ASC; sold ../3/46.
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Requisitioned ../12/39

R.38	SURPRISE ex- <i>Razsvet</i> , ex- <i>Alberta</i> , ex- <i>Margarita</i>	Ailsa (Troon)	D Rowan (Glasgow) (7)	 6.26	A/P, A/S (1940); burnt-out & capsized Lagos 28/2/42.
4.90	SYLVANA ex- <i>Maid of Honour</i>	Ailsa (Troon)	Ailsa (Troon)	11.07	D/L, DS; sold .././45?

Requisitioned 1/12/39

FY.061	LEXA			36	M/S, DS EPPING (ii), TV LEXA; sold .././46.
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Purchased .././40

.....	ARLETTE II			36	XS; yacht <i>Priamar</i> (1945).
.....	MAJESTA ex- <i>John Fell</i> , ex- <i>Ziska</i>	Ailsa (Troon)	Muir & Houston (Glasgow)	 4.99	HDPC, ACC; sold .././46.
FY.1001	MARAVEL ex- <i>Chelsea</i>	-do-	Atlas (Stockholm)	 6.26	A/S; sold .././46.

Requisitioned .././40

.....	AMPHITRITE ex- <i>Hinemoa</i> , ex- <i>Joyer</i> , ex- <i>Dolores</i> , ex- <i>Amphitrite</i>	Camper & Nicholson (Gosport)	Bergius (Glasgow) (8)	 6.87	BBV; sold .././45.
.....	ATTENDANT	.....	.....	.....13	A/P; lost cause & place unknown 30/10/40.
S.10	BEAVER	Crescent (Elizabeth)	S L Moore (Elizabeth)	02	RCN A/P; returned ../8/45.
Z.10	ex- <i>Aztec</i>				

FY.1639	BRAEMAR (ii)	White (Cowes)	MAN (Augsburg)	 8.31	HDPC, CLORINDE; returned .././46.
4.411	BRINMARIC	.....	Gardner (Patricroft)	39	HDPC, M/S; yacht <i>King Abdul Said</i> (1946)
4.73	CACOUNA	Camper & Nicholson (Gosport)	MAN (Augsburg)	32	XS; returned .././46.
4.155	CALETA	Philip (Dartmouth)	Gardner (Patricroft)	 6.30	HDPC; returned .././45.
S.12	CARIBOU	Defoe Boat (Bay City)	Bessemer (Grove City)	28	RCN XS, A/P, TV; returned 9/10/45.
Z.25	ex- <i>Elfreda</i> , ex- <i>Memory III</i>				
.....	CHRISTABELL II	A M Dickie (Tarbert)	Gardner (Patricroft)	28	HDPC; returned .././45.
	ex- <i>Janetha II</i>				
Z.15	COUGAR	G Lawley (Neponset)	Winton (Cleveland)	16	RCN A/P, XS; returned 26/11/45; foundered stress of weather Kingston (Jamaica) ../9/50.
	ex- <i>Breezin' Thru</i> , ex- <i>Sabalo</i>				
S.05	ELK	Newport News Shipbuilding	-do-	26	RCN A/P, TV, mercantile <i>Grand Manan III</i> (1945); scrapped .././68.
Z.27	ex- <i>Arcadia</i>				
Z.14	GRIZZLY	Gas Engine & Power (Morris Heights)	Gas Engine & Power (Morris Heights)	09	RCN A/P; returned 30/12/44.
	ex- <i>Machigonne</i> , ex- <i>Gipsy</i> , ex- <i>Machigonne II</i>				
S.06	HUSKY	Defoe Boat (Bay City)	Winton (Cleveland)	30	RCN A/P, TV; mercantile <i>Good Neighbor</i> (1945); hulked as floating restaurant .././...
Z.13	ex- <i>Wild Duck</i> , ex- <i>Samar III</i>				
4.304	ISLE OF MAY	Hawthorns (Leith)	Hawthorns (Leith) (9)	96	XS; returned .././44.
.....	JANETHA IV	A M Dickie (Bangor)	Gardner (Patricroft)	 7.30	HDPC; returned .././45.
Z.07	LYNX (ii)	Newport News Shipbuilding	-do-	22	RCN A/P, mercantile (1943), <i>Rican Star</i> (19..); lost cause unknown near Sydney .././...
	ex- <i>Ramona</i> , ex- <i>Dolphin</i>				
4.296	MARION	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	 1.96	A/P; returned .././45.
Z.14	MOOSE	G Lawley (Neponset)	.....	.....30	RCN A/P, XS; mercantile <i>Fraternité</i> (1946), <i>Ottelia</i> (1956).
	ex- <i>Cleopatra</i>				
.....	NORSEMAN (i)	Laird (Birkenhead)	Laird (Birkenhead)	 3.90	XS, INQUISITOR (1941); returned .././44.
	ex- <i>Apache</i> , ex- <i>Walucia II</i> , ex- <i>Mohican</i> , ex- <i>Lady Godiva</i> , ex- <i>Norseman</i>				
.....	OTTER	R Jacob (City Island)	Winton (Cleveland)	21	RCN A/P; explosion & burnt-out off Halifax L/V 26/3/41.
	ex- <i>Conseco</i> , ex- <i>Alder</i> , ex- <i>Nourmahal</i> , ex- <i>Lotawana</i>				
.....	RACCOON	Bath Iron Works	Cooper-Bessemer (Grove City)	31	RCN A/P; torpedoed German submarine U.165 Gulf of St Lawrence 7/9/42.
	ex- <i>Halonia</i>				
S.08	REINDEER	Newport News Shipbuilding	Winton (Cleveland)	26	RCN A/P, TV; for disposal ../10/45.
Z.08	ex- <i>Mascotte</i> , ex- <i>Josephine</i>				
S.13	RENARD	Bath Iron Works	Bath Iron Works	16	RCN A/P, TV; abandoned Sydney & derelict .././55.
Z.13	ex- <i>Winchester</i>				
Z.02	SANS PEUR	Thornycroft (Woolston)	Atlas (Stockholm)	 7.33	RCN A/P.
Z.52	ex- <i>Trenora</i>				
4.197	TYRANT	Camper & Nicholson (Gosport & Southampton)	Gardner (Patricroft)	...11.30	A/P, XS (1943), tender; returned .././46.
.....	VALHALLA	.....	.....	.....92	ACC; sold .././...
.....	VIGILANT	.....	.....	.....04	ACC; sold .././...
S.11	VISON	Pusey & Jones (Wilmington)	Winton (Cleveland)	31	RCN A/P, TV; returned ../11/45.
Z.30	ex- <i>Avalon</i>				
Z.16	WOLF	G Lawley (Neponset)	.....	.....15	RCN A/P, XS, mercantile <i>Gulf Stream</i> (1946); wrecked off Powell River 11/10/47.
	ex- <i>Blue Water</i>				
Requisitioned ../1/40					
.....	AMALFI	Munro (Oban)	Gardner (Patricroft)	25	HDPC; returned .././44.
4.286	ANNE	Camper & Nicholson (Gosport)	-do-	 8.25	HDPC; returned .././46.
	ex- <i>Anne of Anstie</i> , ex- <i>Anna Marie</i> , ex- <i>Rhodora</i>				
4.55	BUNTING	McKie & Thomson (Glasgow)	Muir & Houston (Glasgow)	 5.97	D/L, FREELANCE; laid-up ../6/44.
	ex- <i>Merlin</i>				
FY.007	CARINA	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	 6.99	A/S, returned .././46.
	ex- <i>Golden Eagle</i>				
.....	DUENNA	.....	Gleniffer (Anniesland)	30	HDPC; returned .././45.
.....	GAEL (i)	Lobnitz (Renfrew)	Lobnitz (Renfrew)	 4.04	HDPC; mined off the Humber 24/11/40.
FY.044	TUSCARORA	Scott (Greenock)	Scott (Greenock)	 6.97	A/S; returned .././45.
Requisitioned 3/1/40					
4.53	HINBA	Cox (Falmouth)	Cox (Falmouth)	 8.03	D/L, A/P (1940/43); sold .././48.
	ex- <i>Otter</i>				
Requisitioned ../2/40					
.....	AISHA	.....	.....	.....34	HDPC; mined Thames estuary 11/10/40.

.....	CATERINA ex- <i>Evifa</i>	G Brown (Greenock)	Atlantic (Wishaw) (10)	 5.24	HDPC, RASC (1942); returned .././...
.....	ESMERALDA (i)	Camper & Nicholson (Gosport)	Gardner (Patricroft)	36	RN Echo?; returned ../1/47.
Purchased ../3/40					
FY.1602	THALIA ex- <i>Protector</i>	.....	.....	.....04	D/L; lost collision off Lymn of Lorne 11/10/42.
Requisitioned ../3/40					
FY.002	ALASTOR	.....	Sulzer (Winterthur)	 7.26	TV, A/S, A/P; for disposal ../6/45.
.....	MAHELAH	.....	.....	.....98	ACC; sold .././46.
Purchased 23/3/40					
4.191	HELIOPOLIS ex- <i>Sayonara</i> , ex- <i>Katoomba</i> , ex- <i>Salvator</i> , ex- <i>Katoomba</i>	Ailsa (Troon)	Dunsmuir & Jackson (Govan)	 5.03	TAV; sold .././46.
Requisitioned 29/4/40					
.....	MARTINETTA	Thornycroft (Woolston)	Gardner (Patricroft)	 6.29	TV; sold ../2/46.
Purchased ../5/40					
4.295	CETO	Vosper (Portsmouth)	MAN (Augsburg)	35	Calibrating vessel; sold ../2/46.
Requisitioned ../5/40					
4.340	DORADE II	.....	.....	.....06	XS; returned .././45.
4.185	UMBRIEL ex- <i>Haussa</i>	.....	.....	.....39	A/P; returned .././45.
Requisitioned 10/5/40					
FY.1002	O-WE-RA	.....	.....	.....07	A/S; returned .././46.
Purchased ../6/40					
.....	FLORINDA	Camper & Nicholson (Gosport)	.....	..... 6.73	ACC; laid-up ../4/45.
Requisitioned ../6/40					
4.93	AMAZONE	Thornycroft (Woolston)	MAN (Augsburg)	 8.36	XS, DUNLIN, yacht <i>Evangeline</i> (1945), <i>Amazone</i> (19..).
FY.1612	TROUBADOUR ex- <i>Warrior</i> , ex- <i>Vanadis</i>	F Krupp (Kiel)	F Krupp (Kiel)	 3.24	A/S, ACC; sold ../4/47.
.....	WARRIOR (i)	.....	.....	.....39	ASR, tender; returned .././45.
Purchased 26/6/40					
FY.046	XARIFA	White (Cowes)	White (Cowes)	 7.30	FAA TAV, BLACK BEAR (1940); for disposal ../12/45.
Requisitioned ../7/40					
Q.11	AMBLER	Tebo Yacht (Brooklyn)	Winton (Cleveland)	22	RCN A/P; returned ../1/46.
Z.32	ex- <i>Cynthia</i>				
4.224	ATMAH	Fairfield (Govan)	Fairfield (Govan)	 5.98	FAA TAV, ACC; sold .././46.
FY.036	STAR OF INDIA	-do-	-do-	 4.88	A/S, XS, ACC; for disposal ../5/46.
Requisitioned ../8/40					
.....	MURAENA	.....	.....	.....07	ACC; returned .././47.
.....	SILVER CLOUD (i)	Philip (Dartmouth)	Gardner (Patricroft)	30	HDPC; sold ../6/46.
Purchased 22/8/40					
FY.047	CORSAIR	Bath Iron Works	General Electric (Lynn)	30	FAA TAV; for disposal ../12/48.
Requisitioned ../9/40					
.....	CARIAD	Summers & Payne (South-ampton)	.....	.....03	BBV; returned .././44.
4.74	IONA ex- <i>Volo</i>	Bow McLachlan (Paisley)	Bow Mclachlan (Paisley)	 2.20	XS, CV; for disposal ../1/46.
.....	PANOPE	Camper & Nicholson (South-ampton)	Bergius (Glasgow)	 5.28	BBV, laid-up ../11/44; sold ../12/45.
F.47	SISTER ANNE	Camper & Nicholson (Gosport)	Gardner (Patricroft)	 8.29	ACC; sold .././46.
.....	THENDARA	Stephen (Linthouse)	Gleniffer (Anniesland)	 4.37	BBV; returned ../9/45.
Requisitioned 13/9/40					
.....	KIRIN ex- <i>Magdalene</i> , ex- <i>Kirin</i>	G Lawley (Neponset)	Thornycroft (Basingstoke) (11)	13	BBV; sold ../12/45.
Requisitioned 14/9/40					
.....	GOLDEN HIND	Stephen (Linthouse)	Gleniffer (Glasgow)	 5.31	BBV, laid-up ../11/44; sold .././46.
Requisitioned 28/9/40					
4.285	FREELANCE	W Chalmers (Rutherglen)	Bergius (Glasgow) (12)	 2.08	A/P, BS BUNTING, ACC FREEWILL; for disposal .././45.
Requisitioned ../11/40					
4.394	CREOLE ex- <i>Vira</i>	Camper & Nicholson (Gosport)	Gardner (Patricroft)	10.27	DGV, MAGIC CIRCLE; returned .././46.
Requisitioned ../12/40					
.....	VADURA	Stephen (Linthouse)	Thornycroft (Basingstoke)	 5.26	BBV; laid-up ../7/42.
Lease/Lend .././41					
FY.045	ALETES	.....	.....	.....	A/S; returned 21/11/45.

Purchased .././41					
FY.048	DOROTHY DUKE	.....	.....	.....18	A/S; for disposal ../12/45.
FY.1003	SUMAR	Todd (Brooklyn)	Bessemer (Grove City)	 8.26	A/S, XS (1943); sold .././46.
Requisitioned .././41					
.....	STRADBROKE <i>ex-Stradbroke II</i>	Norman R Wright (Brisbane)	Wilson (Brisbane)	28	RAN A/P; returned .././43.
.....	TENGGAROH	.....	.....	.....	A/P; lost cause unknown Singapore area ../2/42.
.....	ZITA <i>ex-Marta Emilia, ex-Morga, ex-St Elia</i>	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	 4.94	ACC, MH; returned ../7/46.
Requisitioned 1/2/41					
.....	GYPSY <i>ex-Carlotta</i>	.....	.....	.....	DS; bombed German aircraft Thames—off Tower Pier— 11/5/41.
Requisitioned ../3/41					
.....	TERMINIST	.....	.....	.....12	ACC; sold ../2/46.
Requisitioned 3/3/41					
.....	SOUTHERN CROSS	Cammell Laird (Birkenhead)	Gardner (Patricroft)	 9.33	RAN XS; sold 26/10/46.
Purchased ../4/41					
.....	BLACK JOKE	C Stapel (Enkhuizen)	Parsons (Southampton) (13)	19	BBV; sold ../12/45.
Requisitioned ../6/41					
.....	CALA MARA <i>ex-Seanymphe, ex-Jeanette</i>	Vickers & Maxim (Barrow)	Vickers & Maxim (Barrow)	 4.98	M/S, laid-up (1943); returned .././45.
.....	FIFER	.....	.....	..... 8.39	RCN A/P; returned .././46.
Requisitioned 12/8/41					
.....	CARMELA	Camper & Nicholson (South- ampton)	Day Summers (Southampton)	03	ACC; sold ../11/45.
Requisitioned ../9/41					
.....	MEDEA <i>ex-Corneille, ex- Medea</i>	Stephen (Linthouse)	Stephen (Linthouse)	 8.04	BBV, accommodation ship (1942); sold ../11/45.
.....	SAGITTAS	Thornycroft (Hampton)	Thornycroft (Basingstoke)	26	RAN HDPC; sold ../9/47.
Requisitioned .././42					
15	ESMERALDA (ii)	.....	.....	.....	RAN ASR; returned .././...
.....	FAURO CHIEF	.....	.....	.....	RAN ASR; returned .././...
FY.049	KENKORA II	Bath Iron Works	Cooper-Bessemer (Grove City)	30	A/S; returned .././46.
502	LAURIANA	.....	.....	.....	RAN ASR; returned .././...
.....	SILVER CLOUD (ii)	.....	.....	.....	RAN ASR; returned .././...
.....	SUNBEAM II	Denny (Dumbarton)	Atlas (Stockholm)	 8.29	ACC; returned .././45.
.....	VENCEDOR	Rennie Forrestt (Wivenhoe)	Mumford (Colchester)	13	RCN tender; returned .././46.
Requisitioned ../6/42					
4.242	KIHNA	Camper & Nicholson (South- ampton)	Sulzer (Winterthur)	 7.30	A/S, tender; returned .././45.
4.376	THALASSA	J Brown (Clydebank)	J Brown (Clydebank)	 6.24	ABV, TLV; returned .././45.
Requisitioned .././43					
.....	LAURA BADA	.....	.....	.....	RAN A/P; returned .././45.
Requisitioned ../8/43					
.....	QUEEN O' THE MAY	A & J Inglis (Pointhouse)	Hall, Brown & Battery (Glas- gow)	 5.95	CV; returned ../12/45.
Requisitioned .././44					
.....	MAGEDOMA <i>ex-Cangarda</i>	Pusey & Jones (Wilmington)	J W Sullivan (New York)	01	RCN A/P; returned .././46.

(1) Lengthened 9¼ft & converted to oil fuel 1923 (2) Re-engined Camper & Nicholson (Southampton) 1928 (3) Re-engined 1925 (4) Completed by Burmeister & Wain (København) (5) Re-engined 1924 (6) Re-engined 1934 (7) Re-boilered 1924 (8) Re-engined 1925 (9) Re-boilered 1928 (10) Re-engined 1935 (11) Re-engined 1924 (12) Re-engined 1929 (13) Re-engined 1929

ABV armed boarding vessel ACC accommodation ship A/P patrol yacht A/S anti-submarine yacht ASC armament stores carrier BGV boom gate vessel BS base ship CV calibrating vessel DL danlayer DS depot ship ECHO surveying sounding vessel FF fire float HDPC harbour defence patrol craft HS harbour service MH mooring hulk M/S minesweeping yacht RTV radar trials vessel ST salvage tender SV surveying vessel TAV target vessel TLV trials vessel TS target ship TV training vessel XS examination service yacht

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned .././39					
FY.001	AARLA	.....	.....	.....03	Sold Freetown 8/7/45.
	SANS PEUR <i>ex-Trenora</i>	.....	.....	.....33	RCN; training vessel (1944).
Requisitioned ../8/39					
FY.016	LADY VAGRANT	.....	.....	.....03	VRYSSIE (1940); returned 14/2/40.

FY.028	VALENA	.....	.....	.....08	Returned .././45.
FY.323	WILNA	.....	.....	.....39	Bombed German aircraft off Portsmouth 24/3/41.
Requisitioned ../9/39					
FY.029	ALTAIR	.....	.....	.....05	Returned .././45.
	<i>ex-Venetia</i>	.....	.....		
FY.004	ANNA MARIE	.....	.....	.....30	TORRENT (1940); mined off Falmouth 6/4/41.
FY.002	CAMPEADOR V	.....	.....	.....38	Mined off Portsmouth 22/6/40.
FY.006	CONQUEROR	.....	.....	.....11	Auxiliary AA vessel (1941).
	<i>ex-Emerald, ex-Marynthia</i>	.....	.....		
FY.007	CUTTY SARK	.....	.....	.....20	Submarine tender (1940).
FY.009	EVADNE	.....	.....	.....31	Examination service (1943); returned .././45.
FY.010	GLEN STRATH-ALLAN	.....	.....	.....28	Returned .././45.
FY.011	HINIESTA	.....	.....	.....02	Calibrating vessel (1942).
FY.014	LADY BLANCHE	.....	.....	.....07	Accommodation ship (1942).
FY.015	LADY SHAHRA-ZAD	.....	.....	.....04	Training ship (1941).
FY.017	MAID MARION	.....	.....	.....38	Submarine tender (1944).
FY.018	MEDUSA	.....	.....	.....06	MOLLUSC (1939); bombed German aircraft off Blyth 17/3/41.
FY.019	MIGRANT	.....	.....	.....29	Sold .././46.
FY.021	PRINCESS	.....	.....	.....24	Lost collision Bristol Channel 11/1/40.
FY.022	RADIANT	.....	.....	.....27	Training ship (1941).
FY.023	RHODORA	.....	.....	.....29	Lost collision Bristol Channel 7/9/40.
FY.024	RION	.....	.....	.....28	NOIR (1944); returned .././45.
FY.025	ST MODWEN	.....	.....	.....11	Sold .././45.
F.60	SEABELLE II	.....	.....	.....27	Base ship SEABELLE (1942/44). RIN auxiliary A/S yacht (1944); returned 19/5/46.
FY.026	SHEMARA	.....	.....	.....38	Training ship (1941).
FY.031	VIRGINIA	.....	.....	.....30	Examination service (1942); returned .././45.
FY.030	VIVA II	.....	.....	.....29	Bombed German aircraft off north coast of Cornwall 8/5/41.
Purchased ../9/39					
FY.005	COILA	.....	.....	.....22	Mercantile (1947).
FY.020	ORACLE	.....	.....	.....29	Burnt-out off Liverpool 29/1/44 & written-off as constructive total loss, sold T W Ward 14/5/48, arrived Preston .././48 for scrapping.
FY.027	SONA	.....	.....	.....22	Accommodation vessel (1940).
FY.033	ZAZA	.....	.....	.....05	Accommodation ship (1941).
Requisitioned ../10/39					
4.79	SPITFIRE III	.....	.....	.....38	Fire float (1944).
Requisitioned ../12/39					
R.38	SURPRISE	.....	.....	.....96	Burnt-out & capsized Lagos 28/2/42.
	<i>ex-Razsvet</i>	.....	.....		
Purchased .././40					
FY.1001	MARAVEL	.....	.....	.....26	Sold .././46.
	<i>ex-Chelsea</i>	.....	.....		
S.12	CARIBOU	.....	.....	.....28	RCN, returned 9/10/45.
	<i>ex-Elfreda</i>	.....	.....		
	COUGAR	.....	.....	.....16	RCN; sold .././45.
	<i>ex-Breezin-Thru</i>	.....	.....		
Requisitioned .././40					
4.282	ALASTOR	.....	.....	.....26	For disposal ../6/45.
S.05	ELK	.....	.....	.....26	RCN; returned 9/4/45.
	<i>ex-Arcadia</i>	.....	.....		
	FLEUR-DE-LYS (ii)	.....	.....	.....29	RCN; returned .././45.
	HUSKY	.....	.....	.....30	RCN; returned 28/8/45.
	<i>ex-Wild Duck</i>	.....	.....		
	LYNX	.....	.....	.....22	RCN; returned ../5/44.
	<i>ex-Ramona</i>	.....	.....		
	MOOSE	.....	.....	.....30	RCN; returned 24/8/45.
	<i>ex-Cleopatra</i>	.....	.....		
	OTTER	.....	.....	.....21	RCN; burnt-out off Newfoundland 26/3/41.
	<i>ex-Conesco</i>	.....	.....		
	RACCOON	.....	.....	.....31	RCN; torpedoed German submarine U.165 River St Lawrence 7/9/42.
	<i>ex-Halonia</i>	.....	.....		
S.08	REINDEER	.....	.....	.....26	RCN; for disposal ../10/45.
	<i>ex-Mascotte</i>	.....	.....		
S.13	RENARD	.....	.....	.....16	RCN; floating power station (1947).
	<i>ex-Winchester</i>	.....	.....		

S.11	VISON	.....	.....	.....31	RCN, training vessel (1944).
	<i>ex-Avalon</i>				
	WOLF	.....	.....	.....15	RCN; returned 22/12/45.
	<i>ex-Blue Water</i>				
	Requisitioned ..1/40				
FY.007	CARINA	.....	.....	.....99	Returned .././46.
	<i>ex-Golden Eagle</i>				
FY.044	TUSCARORA	.....	.....	.....97	Returned .././45.
	Requisitioned 3/1/40				
4.53	HINBA	.....	.....	.....03	Sold .././48.
	Requisitioned 10/5/40				
FY.1002	O-WE-RA	.....	.....	.....07	Returned .././46.
	Requisitioned ../5/40				
4.185	UMBRIEL	.....	.....	.....39	Returned .././45.
	<i>ex-Haussa</i>				
	Requisitioned ../6/40				
FY.1612	TROUBADOR	.....	.....	.....24	Accommodation ship (1942).
	<i>ex-Warrior</i>				
	Purchased ../7/40				
	AMBLER	.....	.....	.....22	RCN; sold .././46.
	Requisitioned ../7/40				
FY.036	STAR OF INDIA	.....	.....	.....88	Examination service (1942), accommodation ship (1943).
	Lease/Lend .././41				
FY.003	ALICE	.....	.....	.....30	Accommodation ship (1942).
	Requisitioned .././41				
S.10	BEAVER	.....	.....	.....02	RCN; returned ../8/45.
	<i>ex-Aztec</i>				
	GRIZZLY	.....	.....	.....09	RCN; returned 30/12/44.
	<i>ex-Machigonne</i>				
	Purchased .././41				
FY.048	DOROTHY DUKE	.....	.....	.....18	For disposal ../12/45.
FY.1003	SUMAR	.....	.....	.....26	Examination service (1943); sold .././46.
	Purchased ../6/41				
FY.1565	YARTA	.....	.....	.....98	Sold .././47.
	Requisitioned .././42				
FY.049	KENKORA II	.....	.....	.....30	Returned .././46.
	Requisitioned .././39				
4.130	BLUEBIRD	.....	.....	.....38	Examination service (1943); sold ../5/46.
FY.050	BOY PAT	.....	.....	.....15	Returned .././46.
	Requisitioned ../10/39				
4.66	OMBRA	.....	.....	.....02	Sold .././45.
FY.053	SARGASSO	.....	.....	.....26	Mined off the Isle of Wight 6/6/43.
	<i>ex-Atlantis</i>				
4.79	SPITFIRE III	.....	.....	.....38	Auxiliary A/S yacht (1940).
FY.057	TARANSAY	.....	.....	.....30	Examination service (1941), depot ship (1944).
	Requisitioned ../11/39				
	ARONIA	.....	.....	.....29	Base ship MARTELLO (19..).
4.40	GREY MIST	.....	.....	.....20	Target towing (1943).
	GULZAR	.....	.....	.....34	Bombed German aircraft Dover 29/7/40.
4.75	SEAFLOWER	.....	.....	.....82	Scrapped ../12/46.
	<i>ex-Boadicea</i>				
FY.1565	YARTA	.....	.....	.....98	Auxiliary A/A yacht (1942).
	Requisitioned 1/12/39				
FY.061	LEXA	.....	.....	.....36	Training tender
	(1943).				
4.90	SYLVANA	.....	.....	.....07	Depot ship (1944).
	Requisitioned .././40				
4.411	BRINMARIC	.....	.....	.....38	Returned .././46.
	Requisitioned ../1/40				
4.55	BUNTING	.....	.....	.....96	FREELANCE (1940); returned .././44.
	<i>ex-Merlin</i>				
	Requisitioned 3/1/40				
4.53	HINBA	.....	.....	.....03	Auxiliary A/S yacht (1940).
	Requisitioned ../3/40				
FY.1602	THALIA	.....	.....	.....04	Lost collision off Lymn of Lorne 11/10/42.
	<i>ex-Protector</i>				
	Requisitioned ../6/41				
	CALA MARA	.....	.....	.....98	Returned .././45.

Amphibious Forces

Combined Operations Craft

Both landing craft and landing ships had a common object: that of transporting military forces, and their equipment, overseas, and putting them ashore on an open stretch of the enemy coast. Later, as the sea-borne invasion progressed, and ports and harbours were captured, the need for them would decline as their work could be undertaken by merchant ships; but initially, to secure a beachhead, they were indispensable to an invading army.

The original distinction between landing ships and landing craft was that the former were capable of making an ocean passage on their own bottoms; while the latter would have to be transported to the invasion area, and then put into the sea. However, as landing craft grew in size many were able to make an open sea passage.

Landing ships and landing craft fell into three main groups. In the first, both types of vessel were primarily designed to carry either military personnel or military equipment. A second group of landing ships was mainly composed of vessels designed to transport landing craft, plus a few specialised units; while a third group of landing craft was principally made up of support craft, together with a smaller number of specialised craft. Whereas all basic types of landing craft were designed to beach, this did not apply to all landing ships, where only those designed to carry equipment were designed to do so. This latter group, together with all landing craft, were specially designed and built during the war years; while the remaining landing ships—with the solitary exception of the landing ship dock—were either naval or mercantile conversions.

Only the following landing craft prototypes had been built, or laid down, before the outbreak of the war, viz.:—

Below: The LSI(L) *Glenearn* stowed twenty-four LCAs under davits for putting troops ashore, and had three LCMs deck-stowed for landing vehicles and equipment. (IWM)

Admiralty type: MLC.1.

Mechanised landing craft built by White (Cowes) in 1926 for carrying 100 troops. 16 tons: 40 (oa) × 11½ × 1¼ feet: two shafts (Hotchkiss water jets), petrol engines BHP ... = 4¾ knots: complement 3.

Admiralty type: MLC.10.

Mechanised landing craft built by Rowhedge Ironworks in 1929 for carrying either one 12-ton tank or 100 troops. 20/32 tons: 40 (pp)/42½ (oa) × 12 × 1½ feet: two shafts (Gill water jets), Ford 8cyl petrol engines BHP 68 = 5 knots: complement 4.

Thornycroft type: MLC.11 & 12.

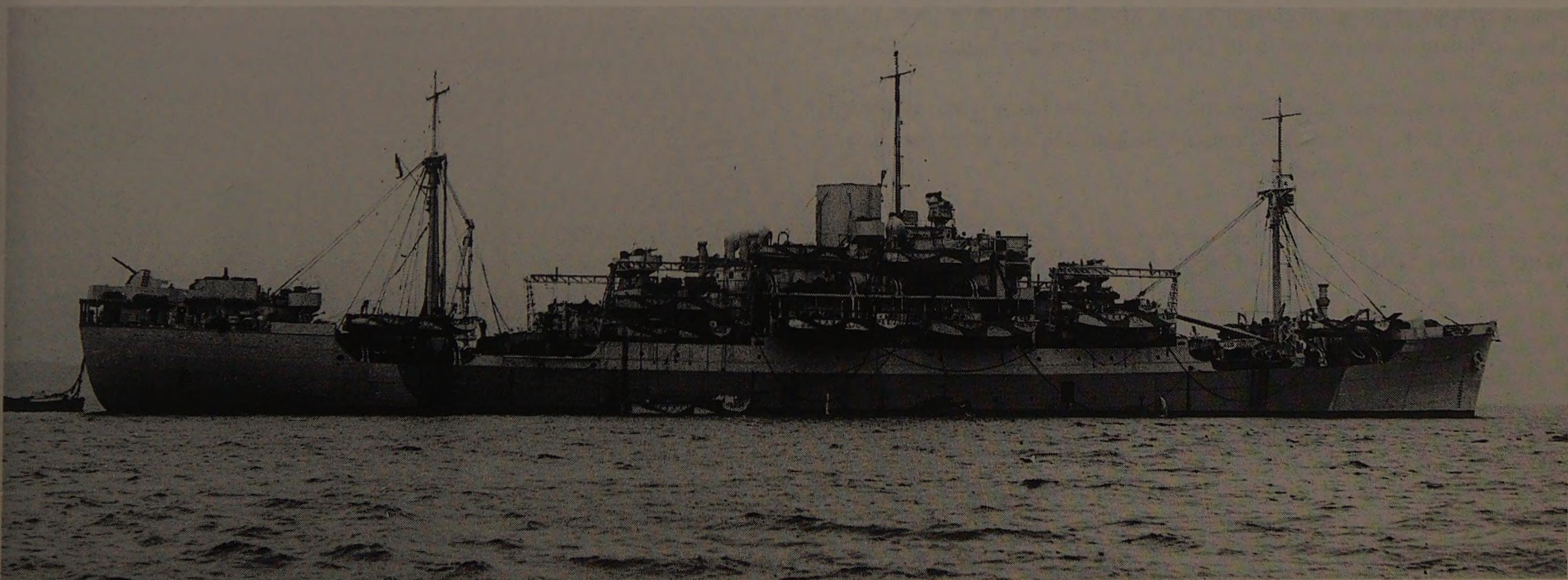
Mechanised landing craft completed in 1936, and generally similar to MLC.10.

Admiralty type: MLC.13/19.

Mechanised landing craft completed in 1939/40, and generally similar to MLC.10.

Fleming type: ALC.1.

Assault landing craft of alloy construction completed in 1939, and later modified as a prototype support craft. 8 tons: 35 (pp)/37 (oa) × 9½ × 1½ feet: two shafts, petrol engines BHP 130 = 10 knots.



Thornycroft type: ALC.2.

Assault landing craft completed in 1939; and generally similar to MLC.50, but of wooden construction with ¼in protective plating along the sides and for the conning position aft. Later modified as prototype support craft.

Thornycroft type: MLC.20.

Mechanised landing craft completed in 1940; and generally similar to MLC.10/19. 21 tons (36 tons full load): 41½ (pp)/44¾ (oa) × 14 × ...d/... 2½F/3½A full load) feet: two shafts, petrol engines BHP 128 = 7½ knots: one 14-ton tank or 100 troops: complement 5.

From these prototypes stemmed the earliest landing craft. MLC.1 although originally built as a personnel carrier had the design requirements enlarged, with MLC.10, to accommodate a 12-ton tank; and was fitted with a bow

ramp. This resulted in the MLC (Mark 1), which adopted twin screw propulsion for higher speed, and was put into series production in 1939. Similarly, experience gained with ALC.1 and ALC.2, which were not entirely satisfactory on trials, resulted in the Admiralty-designed ALC—largely based on the Thornycroft craft—also being put into series production in 1939.

Both the MLC and the ALC were intended to be transported shipboard to the intended theatre of operations; and met basic military requirements for craft that could land a tank or a platoon of troops. If this would appear somewhat meagre preparations for the forthcoming conflict, it is only fair to point out that at the time no country—not even the future combatants—envisaged that so much enemy-occupied territory would have to be recovered.

Later, in 1942, these and other landing craft built in the intervening years had their letter designation reversed, and consequently became known as LCMs, LCAs, etc.; and this latter form has been used throughout. Unless otherwise stated all landing craft were of steel construction: wood being used only for the smaller craft designed to carry personnel, and their derivatives.

Landing Ships Infantry (LSI)

The LSIs were all mercantile conversions, and were graded according to size as large/LSI(L), medium/LSI(M), small/LSI(S), and hand-hoisting/LSI(H). The bulk of the invading forces were carried by them to the beachheads, when they were transferred to LCAs for the final run-in. LSIs were indispensable when the shore-to-shore distances were long (such as in Pacific operations); but for shorter distances (as in the European landings) a proportion of the invading forces, depending on requirements, could be carried in minor landing craft which could beach direct. Nonetheless, for the economical movement of large numbers of troops the LSIs gave the best return.

The LSI(L)s were adapted from intermediate passenger and cargo liners with a good turn of speed, and were capable of serving anywhere. The largest uniform group were the twelve Maritime Commission type C1-S-AY1 transferred from the U.S.A. under Lease/Lend; but the three “Glen” class were the most battle-worthy conversions, although considerably mutilated in the process. The LSI(M)s and the LSI(S)s had been built for commercial operations in sheltered waters, and had to be strengthened and made more seaworthy for world-wide use. They were fast ships, but their troop capacity was proportionally small.

Whereas nearly all the LSI(L)s carried their LCAs under gravity davits, it was impractical to fit these davits into some small LSIs. Their LCAs were consequently carried under projecting spurs, and they were classed as LSI(H)s. The sole disadvantage of the gravity davits was that they could only accommodate a single LCA. This led to the development of the luffing davits, connected by a cross beam at their heads, which could handle three LCAs. Their application was limited to the LSI(L)s, and only the “Glen” class were so fitted.

For large scale operations large and intermediate liners were temporarily fitted-out as LSIs, but remained mercantile manned, and were operated by the Ministry of War Transport.

Mercantile LSI(L) conversion: EL HIND.

5,319 tons gross: 400 (pp)/414¾ (oa) × 52 × ...d/25¼ feet: two SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE—cyl in: in: in × in stroke) IHP 3,000 = 14 knots, O.F. tons (.....nm @ .k): complement ... + (troops).

Right: The LSI(L) *Karanja*—and her sister ship *Keren*—carried nine LCAs, two LCP(L)s, and ten LCP(S)s for putting troops ashore, and an LCS(M) to provide gunfire support at the beachhead. For landing vehicles and equipment there were two LCMs deck-stowed forward of the bridge. (IWM)

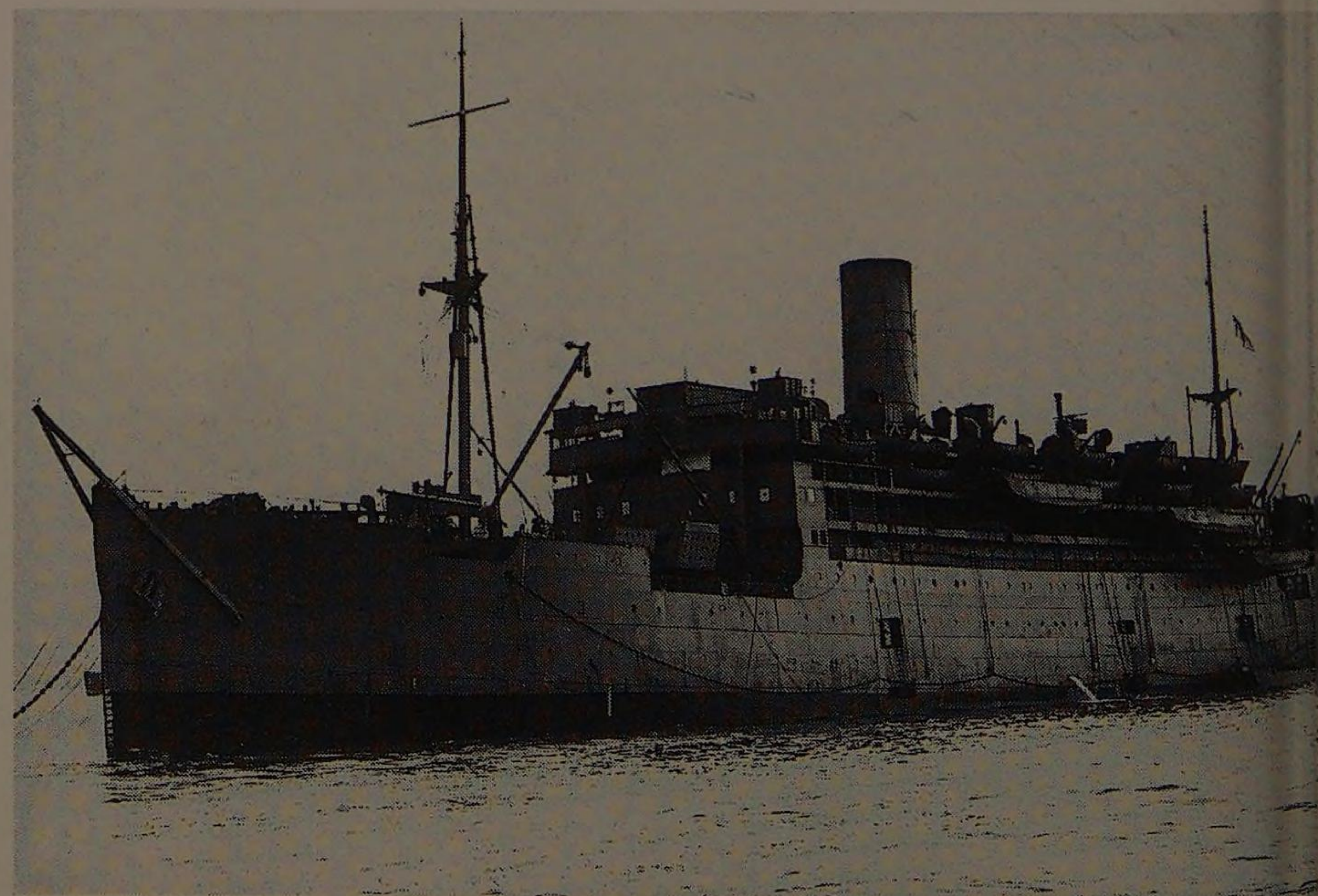
Mercantile LSI(L) conversions: GLENEARN, *GLEN-GYLE, GLENROY.

Together with their sister ship, the BRECONSHIRE, these ships were first requisitioned as commissioned transports; and other units of this class included the escort carrier ACTIVITY (ex-*Telemachus*), and the German auxiliary cruiser MEERSBERG (ex-*Glengarry*) which was captured incomplete at København. They were fitted with AW.291 RDF at the masthead, and AR.285 on the HA.DCT.

9,748/9,919/9,809 tons gross respectively: 475 (pp)/507 (oa) × 66½ × 38d/30½ feet: two shafts, Burmeister & Wain 6cyl (bore 620mm × 1400mm stroke) diesel engines BHP 12,000 = 18 knots, O.F. tons (.....nm @ .k): six 4in AA (3×2), four 2pdr AA (4×1), eight 20mm AA (8×1) except * eight 2pdr AA (2×4), twelve 20mm AA (12×1) guns; three LCMs, twenty-four LCAs: complement 523 + 1,087 except * 697 (troops).

Mercantile LSI(L) conversion: KANIMBLA.

10,985 tons gross: 460 (pp)/478 (oa) × 66¼ × 36d/24¼ feet: two shafts, Burmeister & Wain 8cyl (bore 750mm × 1500mm stroke) diesel engines BHP 10,000 = 17 knots, O.F. 781 tons (.....nm @ .k): one 4in, two 12pdr AA (2×1), ten 20mm AA (10×1) guns; ten LCAs: complement 350 + 1,381 (troops).





Mercantile LSI(L) conversions: KARANJA, KEREN.

9,890 tons gross: 471¼ (pp)/486½ (oa) × 64¼ ×d/27 feet: water-tube boilers (...lb/in), two shafts, SR geared turbines SHP 12,000 = 17 knots, O.F. 879 tons (.....nm @ ..k): one 6in, one 12pdr AA, twelve 20mm AA (12×1) guns; two LCMs, two LCP(L)s, ten LCP(S)s, one LCS(M), nine LCAs: complement 297 + 1,500 (troops)

Mercantile LSI(L) conversion: LAMONT.

Other sister ships requisitioned were the aircraft transports ATHENE (ex-*Clan Brodie*) and ENGADINE (ex-*Clan Buchanan*), and the depot ship BONAVENTURE (ex-*Clan Davidson*).

7,250 tons gross: 457 (pp)/487¾ (oa) × 62¾ × 32½d/24½ feet: five SE cylindrical boilers (220lb/in²), two shafts, reciprocating (VTE cyl 26in: 42in:68in × 48in stroke) + Bauer-Wach DR geared exhaust gas turbines IHP 8,300 + SHP ... = 17 knots, O.F. tons (.....nm @ ..k): one 4in, one 12pdr AA, one 40mm AA, ten 20mm AA (10×1) guns; two LCP (S), eighteen LCAs: complement 300 + 800 troops.

Mercantile LSI(L) conversion: MANOORA.

10,856 tons gross: 463½ (pp)/482 (oa) × 66¼ × 35½d/24 feet: two shafts, Burmeister & Wain 8cyl (bore 750mm × 1500mm stroke) diesel engines BHP 10,000 = 16 knots, O.F. 704 tons (.....nm @ ..k): one 12pdr AA, six 40mm AA (6×1), eight 20mm AA (8×1) guns; four LCM(1)s, eight LCAs: complement 350 + 1,228 (troops).

Mercantile LSI(L) conversion: PAMPAS (ii).

12,864 tons: 425 (pp)/450¼ (oa) × 61¼ × 27¾d/25 feet: one shaft, Burmeister & Wain 6cyl (bore 620mm × 1400mm stroke) diesel engine BHP 4,320 = 15 knots, O.F. tons (.....nm @ ..k): one 4in, two 12pdr AA (2×1), eight 20mm AA (8×1) guns; one LCM, eighteen LCAs: complement ... + 700 troops.

Mercantile LSI(L) conversion: WESTRALIA.

8,108 tons gross: 430½ (pp)/448 (oa) × 60¼ × 33½d/25 feet: two shafts, Burmeister & Wain 8cyl (bore 750mm × 1500mm stroke) diesel engines BHP 10,000 = 15½ knots, O.F. tons (.....nm @ ..k): complement ... + 933 (troops).

Type C1-S-AY1: EMPIRE ANVIL, EMPIRE ARQUE-BUS, EMPIRE BATTLEAXE, EMPIRE BROADSWORD, EMPIRE CROSSBOW, EMPIRE CUTLASS, EMPIRE GAUNTLET, EMPIRE HALBERD, EMPIRE JAVELIN, EMPIRE LANCE, EMPIRE MACE, EMPIRE RAPIER, EMPIRE SPEARHEAD.

These were converted standard C1 cargo ships which initially served as mercantile LSI(L)s, but were transferred to the Royal Navy during 1944/45, when most were re-named. Despite their mercantile origin their steam machinery was more advanced than that of contemporary Royal Navy combatant warships.

Displacement: 11,650 tons (full load).



Above left: The LSI(L) *Lamont* was converted from a cargo ship, and stowed eighteen LCAs and two LCP(S)s under davits for putting troops ashore. (IWM)

Above right: The LSI(L) *Empire Mace* was one of twelve cargo ship conversions transferred under Lease/Lend; and stowed six LCAs and two LCP(S)s under davits for putting troops ashore, and one deck-stowed LCM for landing vehicles and equipment. (IWM)

Dimensions: 396¼ (pp)/417¾ × 60 × 37½d/25½ feet.

Machinery: Two water-tube boilers (500lb/in²), one shaft, Westinghouse DR geared steam turbine SHP 4,400 = 14 knots.

Bunkers & radius: O.F. tons,nm @ ..k.

Armament: One 4in, one 12pdr AA, twelve 20mm AA (12×1) guns; one LCM, six LCAs, two LCP(S)s.

Complement: 250 + ... (troops).

The panel overleaf shows mercantile LSI(L)s which were temporarily fitted-out between 1942/44 for specific operations, a few on more than one occasion, but were not generally kept long in this role before reverting back to trooping.

Mercantile LSI(M) conversions: PRINCE DAVID, PRINCE HENRY.

5,376 tons: 366¼ (pp)/385 (oa) × 57 × 29½d/18½ feet: six water-tube boilers (370lb/in²), two shafts, Parsons SR geared turbines SHP 19,500 = 22¼ knots, O.F. 1,470 tons (.....nm @ ..k): two 4in AA (1×2), one 40mm AA, six 20mm AA (6×1) guns; two LCM(1)/LCM(3)s, one LCS(M), five LCA/LCP(L)s: complement 227 + 444 (troops).

Mercantile LSI(M) conversions: PRINSES BEATRIX, QUEEN EMMA.

4,136 tons gross: 350¼ (pp)/380 (oa) × 47¼ × 28d/15 feet: two shafts, Stork 10cyl (bore 580mm × 840 stroke) diesel engines BHP 12,700 = 23 knots, O.F.... tons (.....nm @ ..k): two 12pdr AA (2×1), two 2pdr AA (2×1),

Below: The landing ship infantry (medium) *Prince David* carried five LCA/LCP(L)s under davits for putting troops ashore, together with an LCS(M) to provide gunfire support at the beachhead; and two deck-stowed LCMs for landing equipment. (IWM)



Name	Gross/Built	EMPIRE NIGER	7,847/20	PAMPAS (i)	5,415/41
ANDES	28,500/39	<i>ex-Frauenfels</i>		REINA DEL PACIFICO	17,702/31
ASCANIA*	14,013/25	EMPIRE PRIDE	9,248/41	RUYS (Netherlands)	14,155/37
BARPETA	3,194/14	EMPIRE TUGELA	6,181/21	SOBIESKI (Poland)	11,030/39
BATORY (Poland)	14,287/36	<i>ex-Wartenfels</i>		STIRLING CASTLE	25,550/36
BRITANNIC	26,943/30	EMPRESS OF SCOTLAND	26,032/30	STRATHAIRD	22,281/32
CANTON*	15,784/38	<i>ex-Empress of Japan</i>		STRATHEDEN	23,722/37
CAPETOWN CASTLE	27,000/38	ETTRICK	11,279/38	STRATHMORE	23,428/35
CHESHIRE*	10,552/27	LANCASHIRE	9,557/17	STRATHNAVER	22,283/31
CIRCASIA*	11,136/37	LLANGIBBY CASTLE	11,951/29	TEGELBERG (Netherlands)	14,150/37
DERBYSHIRE*	11,660/35	LLANSTEPHAN CASTLE	11,299/14	VICEROY OF INDIA	19,627/29
DEVONSHIRE	11,100/39	MAURETANIA	35,739/39	WARWICK CASTLE	20,107/30
DILWARA	11,080/36	MONOWAI*	10,852/25	WINCHESTER CASTLE	20,012/29
DUCHESS OF BEDFORD	20,123/28	<i>ex-Razmak</i>		WORCESTERSHIRE*	11,402/31
DUCHESS OF RICHMOND	20,121/29	MONARCH OF BERMUDA	22,424/31	Note: PAMPAS (i) was bombed by German aircraft off Malta 26/3/42. *Ex-armed merchant cruisers.	
DUCHESS OF YORK	20,021/29	ORION	23,371/35		
DUNERA	11,162/37	ORONTES	20,098/29		
DURBAN CASTLE	17,388/38	OTRANTO	20,026/25		

six 20mm AA (6×1) guns; two LCM(1)s, six LCA/LCS(M)s: complement 227 + 372 (troops).

Mercantile LSI(S) conversions: PRINCE CHARLES, PRINCE LEOPOLD, PRINSES ASTRID, PRINSES JOSEPHINE CHARLOTTE.

2,950 tons gross: 347 (pp)/359½ × 46¼ × 24¾d/13 feet: six water-tube boilers (370lb/in²), two shafts, Werkspoor SR geared steam turbines SHP 15,400 = 24 knots, O.F. ... tons (.....nm @ ..k): two 12pdr AA (2×1), two 2pdr AA (2×1), six 20mm AA (6×1) guns; eight LCM/LCA/LCP L)s: complement 207 + 250 (troops).

Below left: The mercantile LSI(L) *Monowai* stowed eighteen LCAs under davits for putting troops ashore. She was defensively armed with one 4in, two 12pdr AA (2×1), two 2pdr AA (2×1), two 40mm AA (2×1), and eight 20mm AA (8×1) guns; and was fitted with SW.273 RDF on the bridge. (IWM)
Below right: The mercantile LSI(L) *Tegelberg* stowed eight LCAs and two

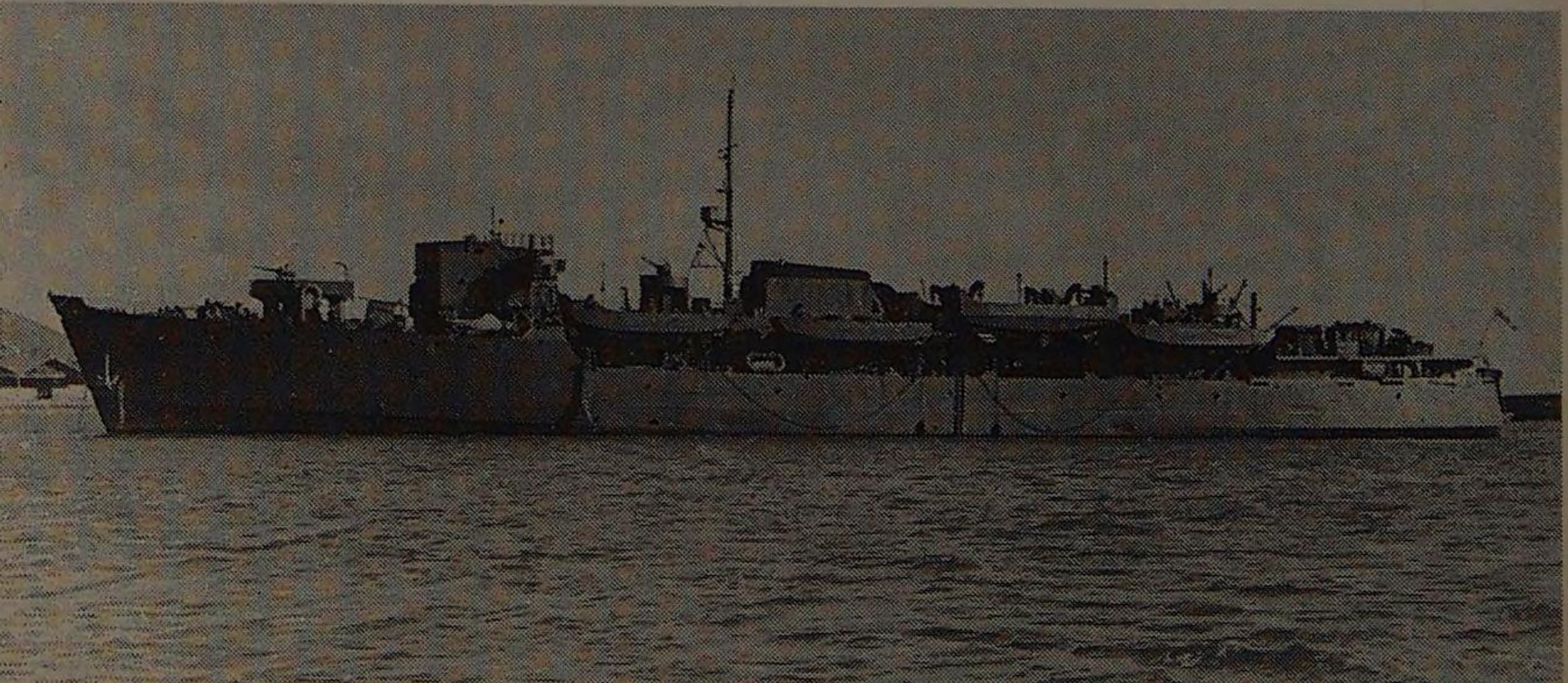
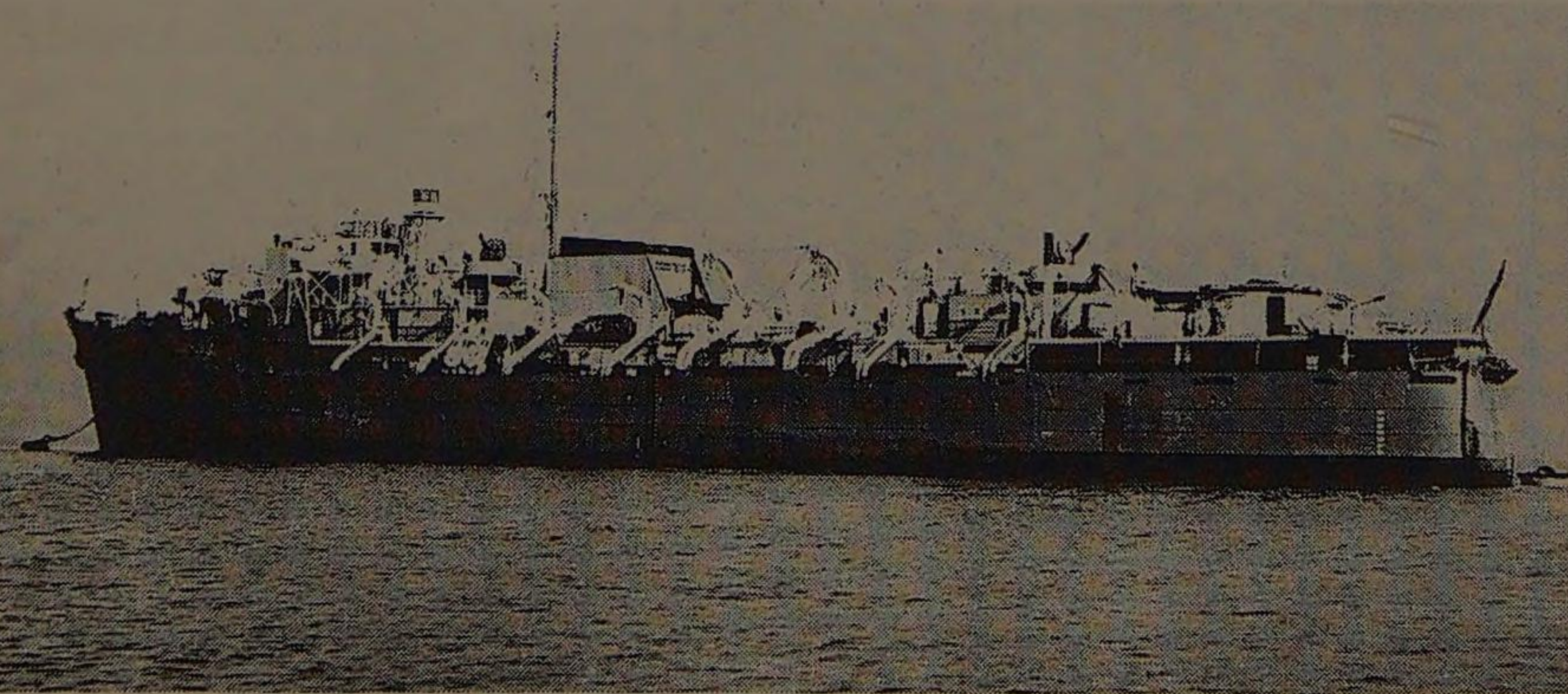
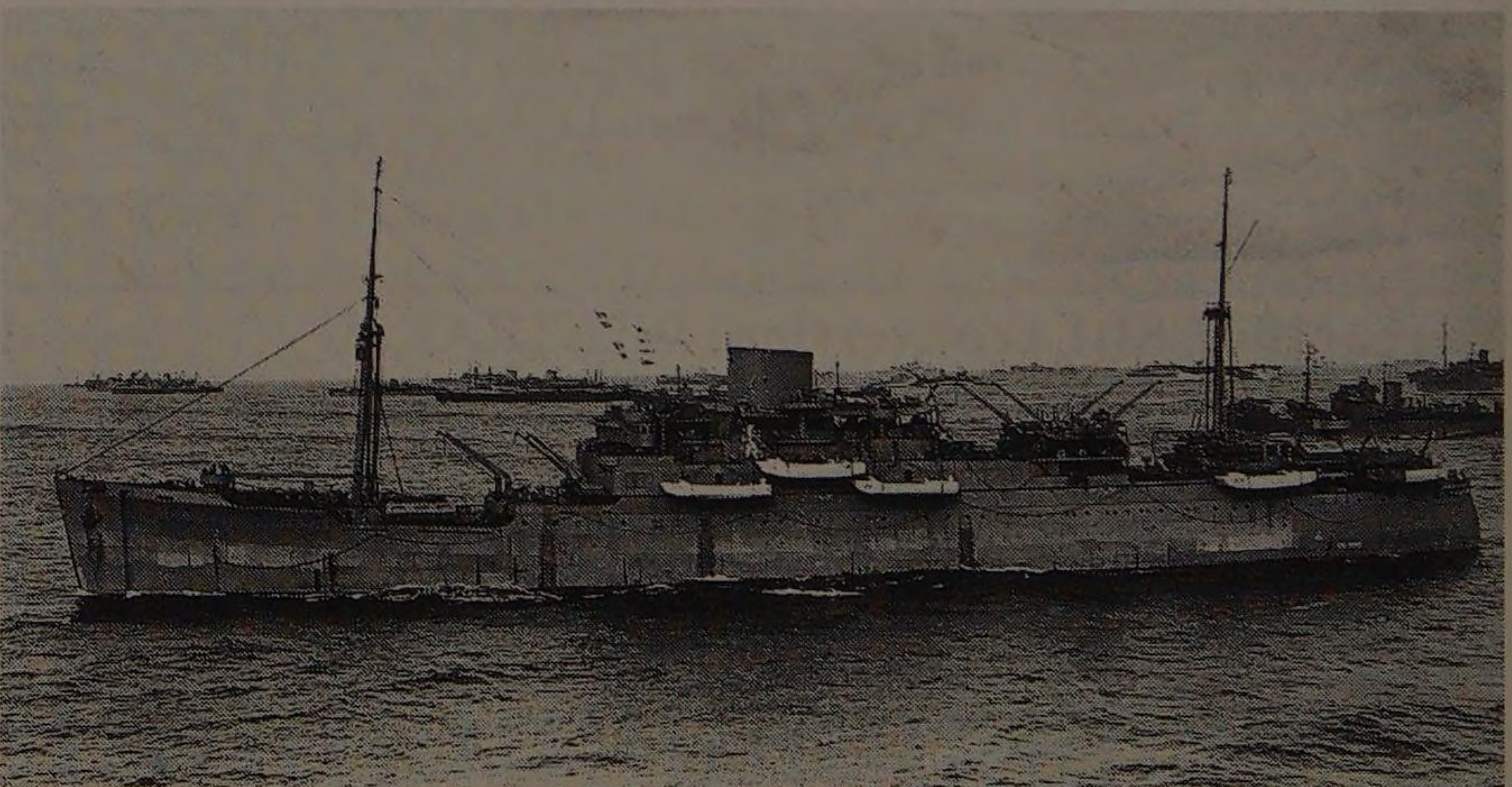
Mercantile LSI(S) conversion: PRINCE BAUDOUIN.

3,219 tons gross: 360 (pp)/370 (oa) × 46 × 24¾d/14 feet: two shafts, Stork 12cyl (bore 580mm × 840mm stroke) diesel engines BHP 17,000 = 23 knots, O.F. ... tons (.....nm @ ..k): two 12pdr AA (2×1), two 2pdr AA (2×1), six 20mm AA (6×1) guns; eight LCAs: complement 200 + 196 (troops).

Mercantile LSI(S) conversions: PRINCE ALBERT, PRINCE PHILLIPE.

2,938 tons gross: 360 (pp)/370 (oa) × 46 × 24¾d/13¾ feet: two shafts, Stork 12cyl (bore 580mm × 840mm stroke) diesel engines BHP 17,000 = 23

LCP(S)s under davits for putting troops ashore, and was defensively armed with about twelve 20mm AA (12×1) guns. (IWM)
Bottom, left and right: The LSI(M)s *Prinses Beatrix* (left) and *Queen Emma* (right) both stowed two LCMs and six LCAs under davits for putting troops, vehicles, and equipment ashore.





Left and above: The landing ship infantry (hand-hoisting) *Duke of Wellington* (left) stowed ten LCAs, and the *Brigadier* (above) six LCAs, under davits for putting troops ashore. (IWM)

Below: The LSI(H) *Royal Scotsman* (left)—together with her sister ship *Royal Ulsterman*—and the *St Helier* (right) both stowed six LCAs under davits for putting troops ashore. (IWM)



knots, O.F. ... tons (.....nm @ ..k): two 12pdr AA (2×1), two 2pdr AA (2×1), six 20mm AA (6×1) guns; eight LCAs: complement 200 + 250 (troops).

Mercantile LSI(H) conversion: LAIRDS ISLE.

1,929 tons gross: 316 (pp)/323 (oa) × 41 × 15¾d/.... feet: boilers (....lb/in²), three shafts, Parsons SR geared turbines SHP 11,000 = 22 knots, O.F. ... tons (.....nm @ ..k): one 4in, two 20mm AA (2×1) guns: complement ... + ... (troops).

Mercantile LSI(H) conversion: ST HELIER.

1,952 tons gross: 282¼ (pp)/291½ (oa) × 40 × 17d/13¼ feet: four SE cylindrical boilers (230lb/in²), two shafts, Curtis SR geared turbines SHP 5,838 = 18 knots, O.F. ... tons (.....nm @ ..k): six 20mm AA (6×1) guns; six LCAs: complement 120 + 180 (troops).

Mercantile LSI(H) conversion: ISLE OF THANET.

2,701 tons gross: 329½ (pp)/337 (oa) × 45 × 17½d/.... feet: boilers (....lb/in), two shafts, Parsons SR geared turbines SHP 8,000 = 23½ knots, O.F. ... tons (.....nm @ ..k): guns: complement ... + ... (troops).

Mercantile LSI(H) conversion: BRIGADIER.

2,294 tons gross: 297¾ (pp)/306 (oa) × 38¾ × 15¾d/.... feet: boilers (....lb/in²), two shafts, Parsons SR geared turbines SHP 15,000 = 21 knots, O.F. ... tons (.....nm @ ..k): one 12pdr AA, four 20mm AA (4×1) guns; six LCAs: complement 119 + 180 (troops).

Mercantile LSI(H) conversion: ULSTER MONARCH.

3,791 tons gross: 346 (pp)/359 (oa) × 46¼ × 19d/15½ feet: two shafts, Burmeister & Wain 10cyl (bore 630mm × 980mm stroke) diesel engines BHP 6,350 = 18 knots, O.F. ... tons (.....nm @ ..k): one 12pdr AA, two 2pdr

AA (2×1), four 20mm AA (4×1) guns; six LCAs: complement 130 + 580 (troops).

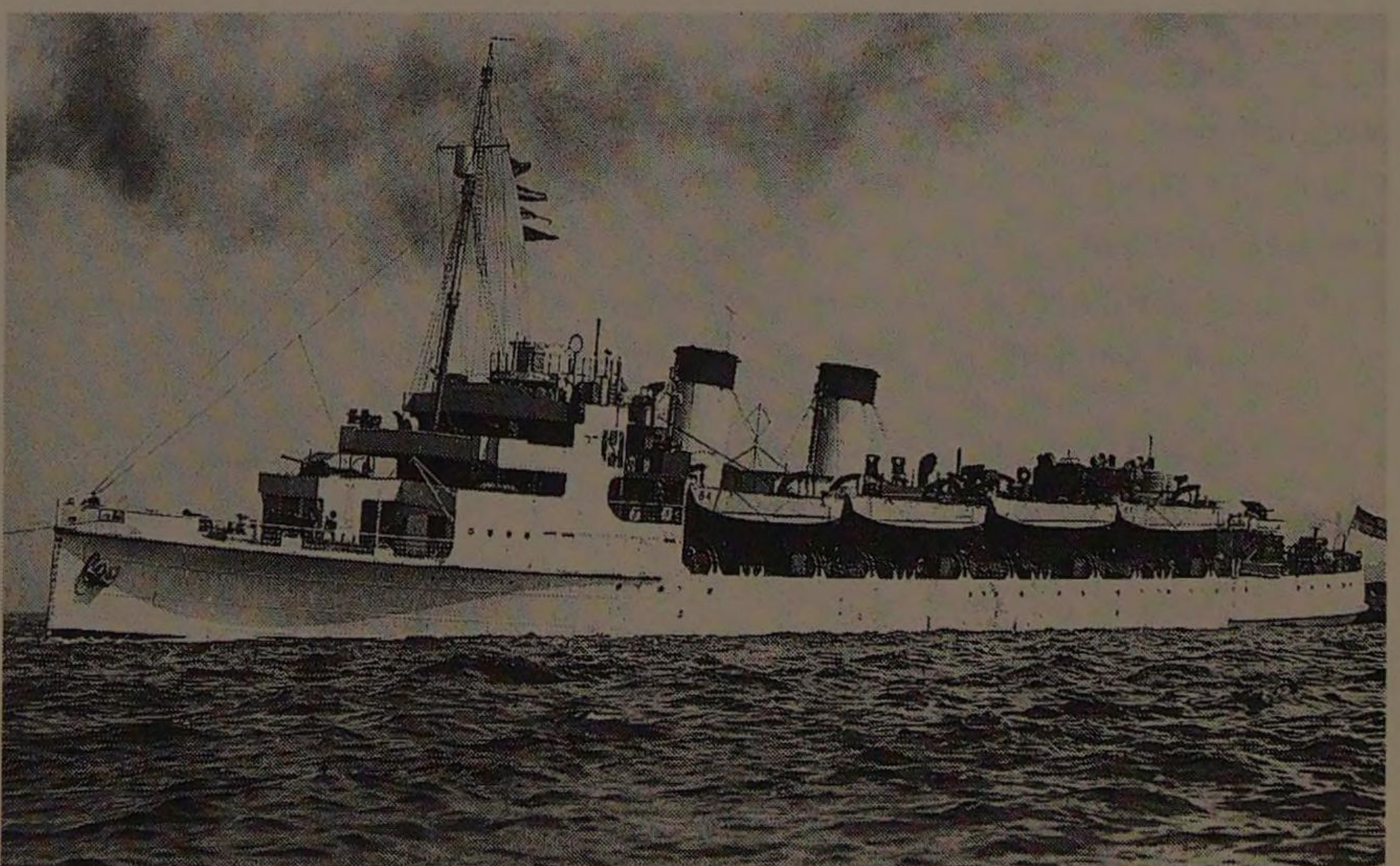
Mercantile LSI(H) conversion: ISLE OF GUERNSEY.

2,143 tons gross: 296½ (pp)/306 (oa) × 42 × 16d/14¼ feet: three SE boilers (200lb/in²), two shafts, Parsons SR geared turbines SHP 5,500 = 19½ knots, O.F. ... tons (.....nm @ ..k): guns: complement ... + ... (troops).

Mercantile LSI(H) conversion: DUKE OF WELLINGTON.

3,743 tons gross: 339¼ (pp)/358 (oa) × 52¼ × 19½d/14¾ feet: four water-tube boilers (225lb/in²), two shafts, Parsons SR geared turbines SHP 10,000 = 21 knots, O.F. ... tons (.....nm @ ..k): one 12pdr AA, eight 20mm AA (2×1) guns; ten LCAs: complement 120 + 250 (troops).

Below: The LSI(S) *Prinses Josephine Charlotte* stowed six LCAs or LCP(L)s under davits for putting troops ashore. (IWM)



Pt. No.	Name	Gross/Built						
			4.107	CANTERBURY	2,910/29	4.147	MECKLENBURG	2,907/22
			4.42	DUKE OF ARGYLL	3,814/22	4.414	PRINCESS MAUD	2,883/34
4.413	AMSTERDAM*	4,220/30	4.421	DUKE OF ROTHE-	3,812/28	4.108	VICTORIA	1,641/07
4.419	PRINCESS MARGARET*	2,552/31		SAY		4.423	VIKING	1,957/05
				ex-Vindes, ex-Viking		ex-Vindes, ex-Viking		
4.412	BEN-MY-CHREE	2,586/27	4.95	LADY OF MAN	3,104/30	* LSI (S)s		
4.96	BIARRITZ	2,388/15	4.248	MAID OF ORLEANS	2,386/18			

Mercantile LSI(H) conversions: ROYAL SCOTSMAN, *ROYAL ULSTERMAN.

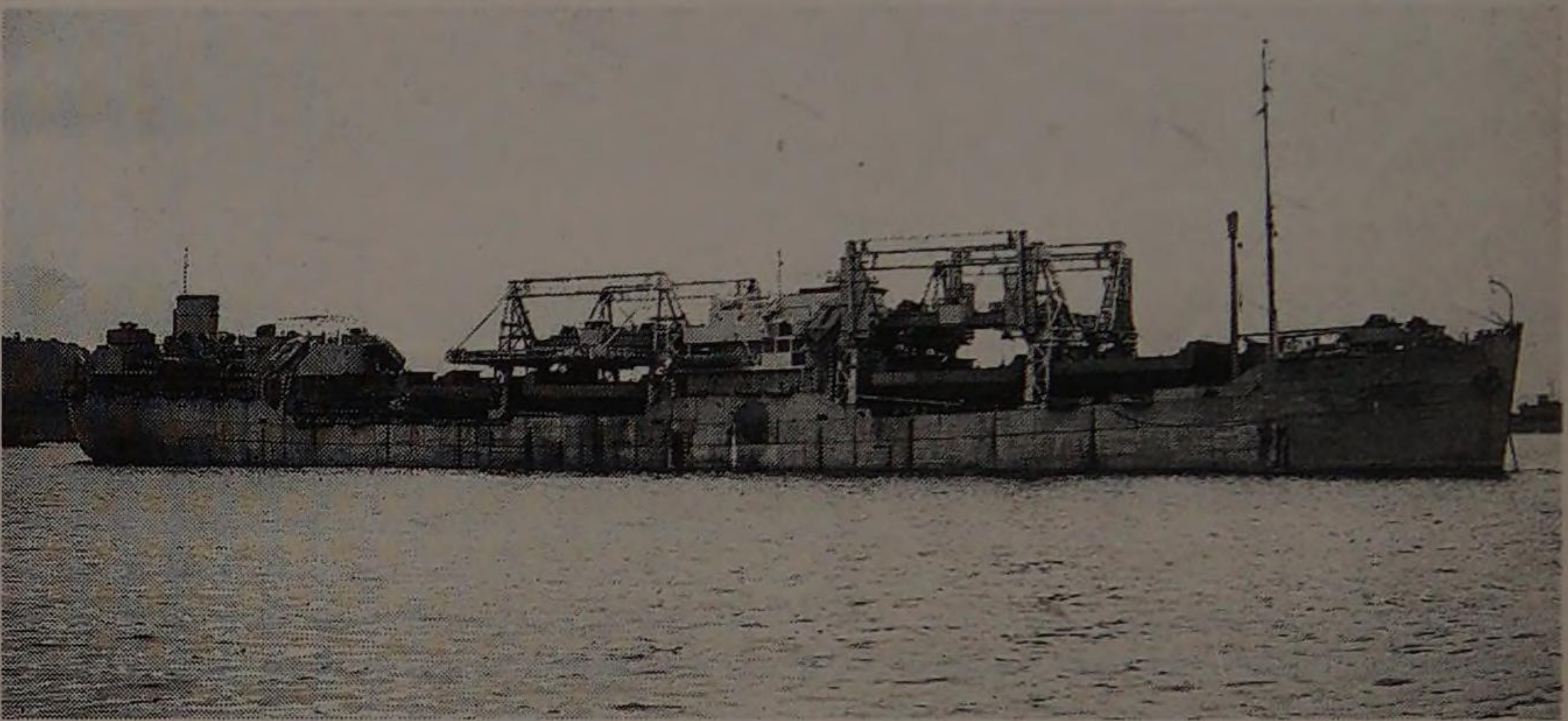
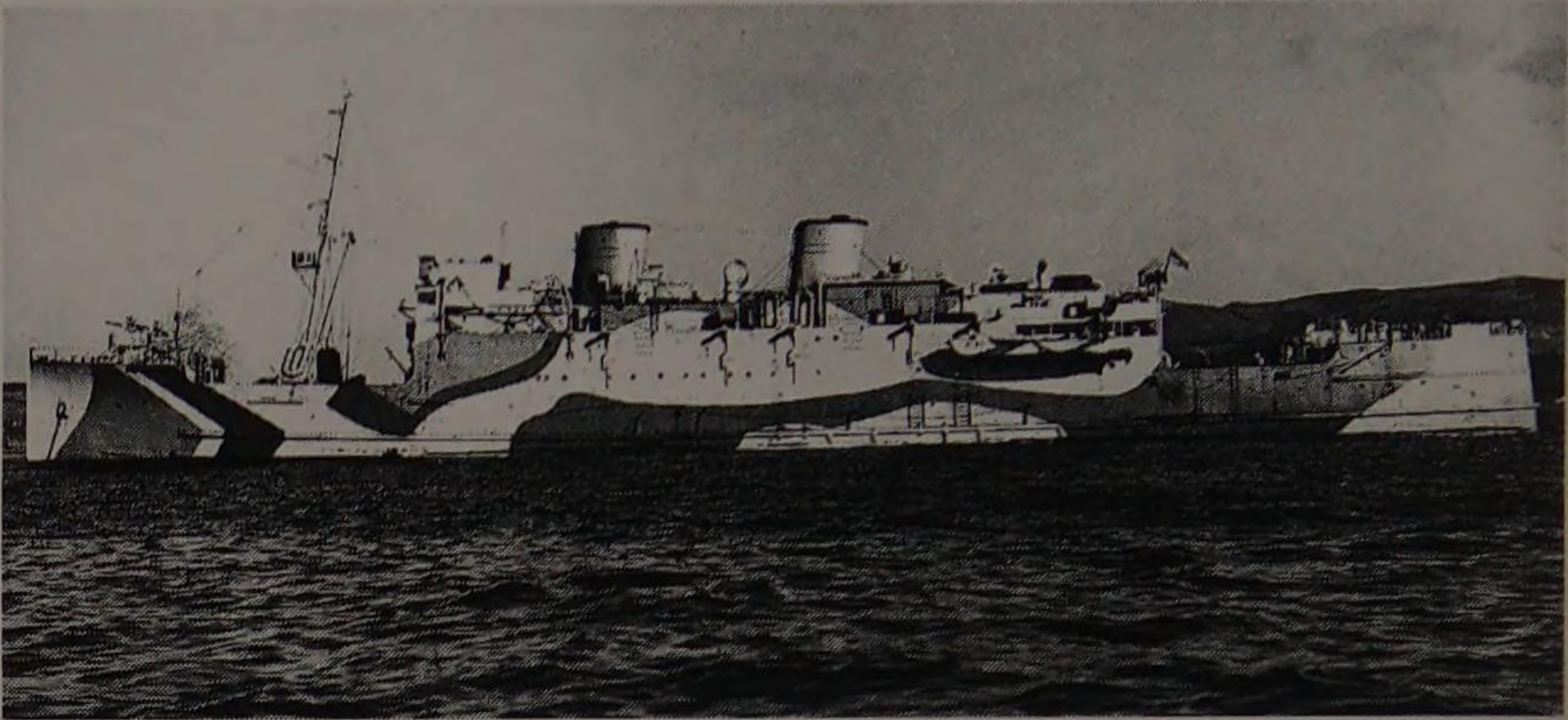
3,288/3,244 tons gross respectively: 328 (pp)/339½ (oa) × 47¾ × 17¾d/14 feet: two shafts, Burmeister & Wain 8cyl (bore 500mm × 900mm stroke) diesel engines BHP 7,500 = 16 knots, O.F. ... tons (.....nm @ ..k): one 12pdr AA, four except * five 20mm AA (4/5×1) guns; six LCAs: complement 236 + 830 (troops).

Mercantile LSI(H) conversion: INVICTA.

4,178 tons gross: 336½ (pp)/347½ (oa) × 50 × 17¾d/12½ feet: two water-tube boilers (250lb/in²), two shafts, Parsons SR geared turbines SHP11,000 = 22 knots, O.F. ... tons (.....nm @ ..k): one 12pdr AA, four 20mm AA (4×1) guns; six LCAs: complement 146 + 250 (troops).

The panel above details mercantile LSI(S)/LSI(H)s fitted out between 1942 and 1943.

Right, upper: The LSI(H) *Ulster Monarch* stowed six LCAs under davits for putting troops ashore. (IWM)
Right, lower: The landing ship gantry *Derwentdale* was converted from a naval tanker, and her deck-stowed landing craft were handled by travelling gantry cranes forward and aft. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../9/39					
F.23	KANIMBLA	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	36	RAN; .././49.
Requisitioned 14/10/39					
F.48	MANOORA	Stephen (Linthouse)	J G Kincaid (Greenock)	35	RAN; returned .././46
Requisitioned 21/10/39					
4.250	GLENEARN	Caledon (Dundee)	Burmeister & Wain (København)	39	Returned ../8/46.
4.196	GLENGYLE	-do-	-do-	40	Returned ../7/46.
4.256	GLENROY	Scotts (Greenock)	-do-	39	Returned ../8/46.
Requisitioned 2/11/39					
F.95	WESTRALIA	Harland & Wolff (Govan)	Harland & Wolff (Govan)	29	RAN, returned 27/3/51.
Requisitioned 23/7/41					
F.132	HYDRA ex-Kenya	Stephen (Linthouse)	Stephen (Linthouse)	31	KEREN (1941); returned ../3/51.
Requisitioned 24/7/41					
F.128	KARANJA	Stephen (Linthouse)	Stephen (Linthouse)	31	Bombed German aircraft off Bougie 12/11/42.
Requisitioned .././43					
F.120	EL HIND	Lithgows (Port Glasgow)	J G Kincaid (Greenock)	39	RIN; burnt-out Bombay 14/4/44.
Lease/Lend .././43					
F.184	EMPIRE ANVIL ex-Cape Argos	Consolidated Steel (Wilmington)	J Hendy (Sunnyvale)	 1.44	ROCKSAND (1944), mercantile <i>Empire Anvil</i> (1946), USN CAPE ARGOS (1946), EMPIRE ANVIL (1950), mercantile <i>Hai Ya</i> (1960), <i>Fu Ming</i> (1973).
F.170	EMPIRE ARQUEBUS ex-Cape St Vincent	-do-	-do-	 1.44	CICERO (1945), mercantile <i>Empire Arquebus</i> (1945), <i>Al Sudan</i> (1946).
F.161	EMPIRE BATTLEAXE ex-Cape Berkeley	-do-	Westinghouse (Essington)	10.43	DONOVAN (1946), mercantile <i>Empire Battleaxe</i> (1947), USN CAPE BERKELEY (1948), EMPIRE BATTLEAXE (1948); scrapped Kearny ../5/66.
F.163	EMPIRE BROADSWORD ex-Cape Marshall	-do-	.....	.....12.43	Mined off Normandie beaches 2/7/44.

F.183	EMPIRE CROSS- BOW ex-Cape Washing- ton	-do-	.....	.....12.43	SAINFOIN (1944), mercantile <i>Empire Crossbow</i> (1946), USN CAPE WASHINGTON (1947); scrapped Portsmouth (Va) .././64.
F.162	EMPIRE CUTLASS ex-Cape Compass	-do-	J Hendy (Sunnyvale)	...11.43	SANSOVINO (1945), mercantile <i>Empire Cutlass</i> (1946), USN CAPE COMPASS (1949), EMPIRE CUTLASS (1948), mercantile <i>Hai Ou</i> (1960); scrapped Kaohsiung ../10/70.
F.123	EMPIRE GAUNT- LET ex-Cape Comorin	-do-	.....	..... 1.44	SEFTON (1944), mercantile <i>Empire Gauntlet</i> (1945), USN CAPE COMORIN (1945); scrapped Portsmouth (Va) .././64.
F.160	EMPIRE HAL- BERD ex-Cape Gregory	-do-	.....	.....11.43	SILVIO (1944), mercantile <i>Empire Halberd</i> (1945), USN CAPE GREGORY (1948); scrapped Baltimore .././65.
F....	EMPIRE JAVELIN ex-Cape Lobos	-do-	.....	..... 1.44	Torpedoed German submarine U.772 en route Portsmouth/Le Havre 28/12/44.
F....	EMPIRE LANCE ex-Empire Pine	-do-	.....	.....12.43	SIR HUGO (1945), mercantile <i>Empire Pine</i> (1945), USN CAPE PINE (1948); scrapped Baltimore .././65.
F.171	EMPIRE MACE ex-Cape St Roque	-do-	Westinghouse (Essington)	12.43	GALTEEMORE (1945), mercantile <i>Empire Mace</i> (1946), USN CAPE ST ROQUE (1946), mercantile <i>Misr</i> (1947).
F....	EMPIRE RAPIER ex-Cape Turner	-do-	.....	.....12.43	RN (name unchanged – 1945), mercantile (name unchanged – 1946), USN CAPE TURNER (1948); scrapped New York .././65.
F.172	EMPIRE SPEAR- HEAD ex-Cape Giradeau	-do-	Westinghouse (Essington)	 1.44	RN (name unchanged – 1945), mercantile (name unchanged – 1946), USN CAPE GIRADEAU (1946), EMPIRE SPEAR- HEAD (1950); scrapped Baltimore 1965.
Purchased .././43					
4.422	PAMPAS (ii) ex-Parramatta	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	 2.44	PERSIMMON (1944), mercantile <i>Pampas</i> (1946).
Purchased .././44					
4.420	LAMONT ex-Clan Lamont	Greenock Dockyard	J G Kincaid (Greenock)	 5.39	ARD PATRICK (1945); mercantile <i>Clan Lamont</i> (1946).
Requisitioned 26/11/39					
F.89	PRINCE DAVID	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	30	Mercantile <i>Charlton Monarch</i> (1948).
F.70	PRINCE HENRY	-do-	-do-	30	Mercantile <i>Empire Parkeston</i> (1946).
Requisitioned ../7/40					
4.88	PRINCE BADOUIN	Cockerill (Hoboken)	Cockerill (Seraing)	 8.34	Returned 13/10/45.
Requisitioned 24/7/40					
4.35	PRINS ALBERT	Cockerill (Hoboken)	Cockerill (Seraing)	10.37	Returned ../4/46.
	PRINCE PHILLIPE	-do-	-do-	40	Lost collision mercantile <i>Empire Wave</i> off west coast of Scotland 15/7/41.
Requisitioned ../8/40					
4.44	PRINSES BEATRIX	de Schelde (Vlissingen)	de Schelde (Vlissingen)	 6.39	Returned ../4/46.
4.180	QUEEN EMMA ex-Koningin Emma	-do-	-do-	5.39	Returned ../4/46.
Requisitioned 21/9/40					
4.120	PRINCE CHARLES	Cockerill (Hoboken)	Cockerill (Seraing)	10.30	Returned ../2/45.
Requisitioned 22/9/40					
4.251	PRINCE LEOPOLD	Cockerill (Hoboken)	Cockerill (Seraing)	 7.30	Torpedoed German submarine U.621 English Channel 29/7/44.
Requisitioned 28/9/40					
4.226	PRINSES ASTRID	Cockerill (Hoboken)	Cockerill (Seraing)	 4.30	Returned ../4/46.
4.238	PRINSES JOSEPHINE CHARLOTTE	-do-	-do-	 1.31	Returned 25/10/45.
Requisitioned 28/8/39					
4.88	LAIRDS ISLE ex-Riviera	Denny (Dumbarton)	Denny (Dumbarton)	11	Returned .././45.
Requisitioned .././40					
4.249	BRIGADIER ex-Worthing	Denny (Dumbarton)	Denny (Dumbarton)	28	Returned .././46.
4.283	INVICTA	-do-	-do-	40	Returned MOWT 8/10/45.
Requisitioned ../8/40					
4.245	ISLE OF GUERN- SEY	Denny (Dumbarton)	Denny (Dumbarton)	30	Returned .././45.
Requisitioned ../10/40					
F.69	ULSTER MON- ARCH	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	 6.29	Returned ../10/45.
F.115	ROYAL SCOTS- MAN	-do-	-do-	 6.36	Returned ../3/45.

Requisitioned ..11/40

4.262	ISLE OF THANET	Denny (Dumbarton)	Denny (Dumbarton)	25	Returned .././45.
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Requisitioned ../4/41

4.255	ST HELIER	J Brown (Clydebank)	J Brown (Clydebank)	 6.25	Returned .././45.
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Requisitioned 30/6/41

F.63	ROYAL ULSTER-MAN	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	 6.36	Returned ../11/45.
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Requisitioned ../5/42

4.400	DUKE OF WELL-INGTON ex-Duke of York	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	 6.35	Returned .././45.
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Landing Ships Carrier (LSC)

For any large scale landing the build-up of equipment and stores ashore would be limited by the number of LCMs available. Most LSI(L)s carried one or two LCMs, handled by the derricks, but the numbers were clearly inadequate; and means, therefore, had to be devised of transporting LCMs to the beach-head. There was no time, in the first instance, to build special ships for this purpose; and conversions were made from available merchant ships to landing ships stern chute/LSS, landing ships gantry/LSG, and landing ships carrier/LSC until specially-built landing ships dock/LSD were available.

The LSSs were adapted from two train ferries; and carried three rows of LCMs on deck, which were launched from the centre lane through a chute at the stern. The LCMs in the wing lanes were first hauled forward, to where an athwartships trolley traversed them to the centre lane, and were then hauled aft for launching. Although intended to transport LCMs these vessels were, in fact, used to carry all types of minor landing craft. For the European landings a locomotive bridge was added aft, and their capability was so extended to include the carriage of locomotives and rolling stock.

Three Royal Fleet Auxiliary tankers were selected for conversion to LSGs, and carried their LCMs in three rows on deck forward and aft of the amidships bridge structure. A travelling gantry crane, with hinged booms extending well outboard, was set athwartships at each station; and could plumb any of the three rows of LCMs, and carry them overside for lowering into the water. The LCMs were stowed on deck rollers, and were shifted longitudinally to positions under the gantries by means of wire whips. Although intended to serve in the dual role of tankers and landing craft carriers, they were ultimately used extensively for the latter role as its importance increased. One ship later sacrificed its oil carrying capacity entirely, and was converted for the carriage of fresh water.

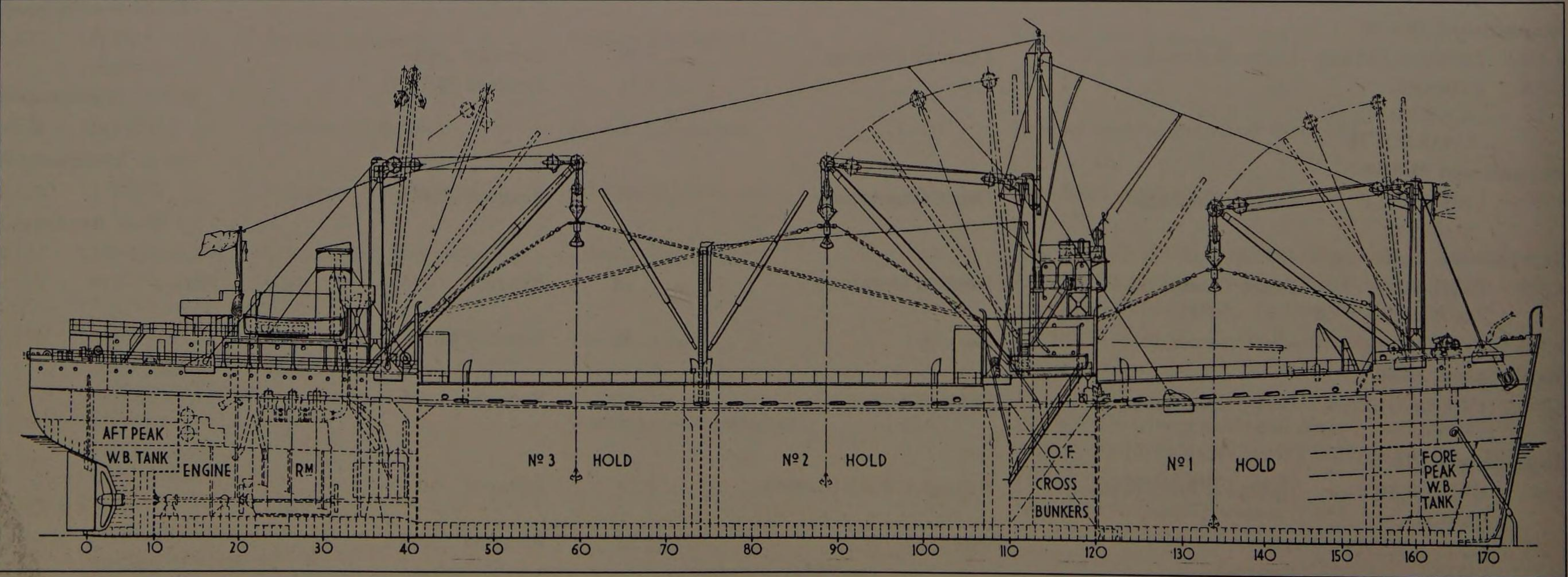
The LSCs were simple adaptations from standard heavy lift ships, with the LCMs deck-stowed, and handled by the jumbo derricks. They were mercantile-manned, and operated by the Ministry of War Transport.

The final outcome of the interim LSC programme was the specially-built LSDs. They were envisaged at a time when the LCTs were well-established, but when the LSTs were in an early stage of development, and did not appear—at that stage—suitable for large-scale production. Whereas the LCTs—for short hauls—could cope with the bulk of heavy military equipment, it was considered that they themselves would have to be transported in a fully sea-going vessel to widen their sphere of activity. The size and weight of a loaded LCT, however, presented problems in launching and recovery, which were impossible to meet unless they were locked-in and out from a dock-like structure. Therefore, as suggested by their designation, the LSDs were basically self-propelled floating docks; with a ship-shaped bow added, and the stern closed by a gate; and the bridge and accommodation arranged portal fashion across the fore end of the dock walls.

The dock walls were mainly taken-up with ballast tanks (for flooding down), together with the necessary pumping machinery, and storage spaces; while the entire deep, cellular double bottom was given over to bunkers, and further ballast tanks. Originally designed to stow two of the largest LCTs, they were never, in fact, used in this role, as by the time they were completed the difficulties experienced with LST design had been most successfully overcome. They were, nonetheless, most advantageously employed as carriers for both major and minor landing craft; and they could, of course, also be used as mobile floating docks in which small craft repairs could be undertaken.

The only other LSCs were the LSTs themselves. At the time they were ordered the Royal Navy was receiving large deliveries of LCT(5)s from the U.S.A.; which could either be shipped in three parts as deck cargo on merchant ships, or carried complete on deck by an LST: this latter being one of

Below: Inboard profile of the landing ship carrier *Empire Elaine*. (Shipbuilding & Shipping Record)





Left and below: The landing ship carrier *Empire Elaine* (left) stowed her landing craft in three large holds, each plumbed by a heavy-lift derrick; and a similar arrangement was adopted by the mercantile heavy lift ship *Empire Viceroy* (below). (Shipbuilding & Shipping Record)

their design requirements. By the simple arrangement of listing the LST to call the LCT(5) was launched broadside into the water. As the theatre of operations moved from Europe to the Far East, the LSTs were alternatively fitted to carry seven LCM(7)s, which were stowed athwartships on deck, and similarly launched by listing. They were hoisted in by a specially fitted heavy derrick forward of the bridge (to port), winched forward on trolleys, and then jacked down.

Mercantile LSS conversions: DAFFODIL, PRINCESS IRIS.

2,683/2,578 tons gross respectively: $350\frac{1}{2}$ (pp)/ $363\frac{1}{2}$ (oa) $\times$ $58\frac{3}{4}$ $\times$ $17\frac{1}{2}$ feet: ... SE cylindrical boilers (...lb/in²), two shafts. reciprocating (cyl 18in: 29in:47in $\times$ 27in stroke) IHP 3,000 = 11 knots, O.F. ... tons (...nm @ ..k): four 2pdr AA (4 $\times$ 1), five 20mm AA (5 $\times$ 1) guns; thirteen LCM(1)s or nine LCM(3)s: complement 200 + 105 (troops).

Mercantile LSG conversions: ‡DERWENTDALE, †DEWDALE, *ENNERDALE

Royal Fleet Auxiliary "Dale" class tankers which were converted while building, but reverted back to tankers post-war.

Displacement: 14,500 tons (full load).

Dimensions: 460 except * $462\frac{1}{2}$ /483 (oa) $\times$ $59\frac{1}{4}$ $\times$ $34\frac{1}{2}$ feet.

Machinery: One shaft, Burmeister & Wain 6cyl (bore 740mm $\times$ 1500mm stroke) except † Burmeister & Wain 8cyl (bore 650mm $\times$ 1400mm stroke)

diesel engines BHP 3,500 = $11\frac{1}{2}$ knots except * three SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl $26\frac{1}{2}$ in:44in:73in $\times$ 48in stroke) IHP 2,700 = $11\frac{1}{2}$ knots.

Bunkers & endurance: O.F. tons,nm @ $11\frac{1}{2}$ k.

Armament: One 4.7in, one 12pdr AA, four except ‡ five 20mm AA (4/5 $\times$ 1) guns; fifteen LCM(1)s.

Complement: 40 + 215 (troops).

Mercantile LSC conversions: EMPIRE CHARMAIN, EMPIRE ELAINE.

7,513 tons gross: 416 (pp)/433 $\frac{1}{2}$ (oa) $\times$ $66\frac{3}{4}$ $\times$ $33\frac{1}{2}$ d/26 $\frac{1}{2}$ feet: one shaft, Doxford 3cyl (bore 600mm $\times$ 2,325mm stroke) diesel engine BHP 2,580 = 11 knots, O.F. ... tons, (...nm @ 11k): one 4in, one 12pdr AA, six 20mm AA (6 $\times$ 1) guns; twenty-one LCM(1)s: complement 40 + 295 (troops).

"Ashland" class LSDs: EASTWAY, HIGHWAY, NORTHWAY, OCEANWAY, *PORTWAY, *SWASHWAY, *WATERWAY.

Originally, it was intended to build ten LST(1)s: three in the U.K., and seven in the U.S.A. However, the LST(1) programme was overtaken by that for the LST(2)s, and as the latter proved so successful the orders placed in the U.S.A. were cancelled, but were subsequently replaced by orders for LSDs. When flooded down in order to lock-in LCTs the displacement rose to 14,078 tons at a mean draft of 30 $\frac{1}{4}$ ft with the LSD trimmed 1ft by the head. The first group of LSDs, which included four British units, were powered by reciprocating engines; and the second group, which included the three remaining British units, by turbines. They could accommodate loaded LCT(3/4)s with twelve 30-ton tanks, LCT(5/6)s with three 50-ton tanks, or LCM(3)s with a 30-ton tank.

Displacement: 5,850 tons (9,375 tons full load).

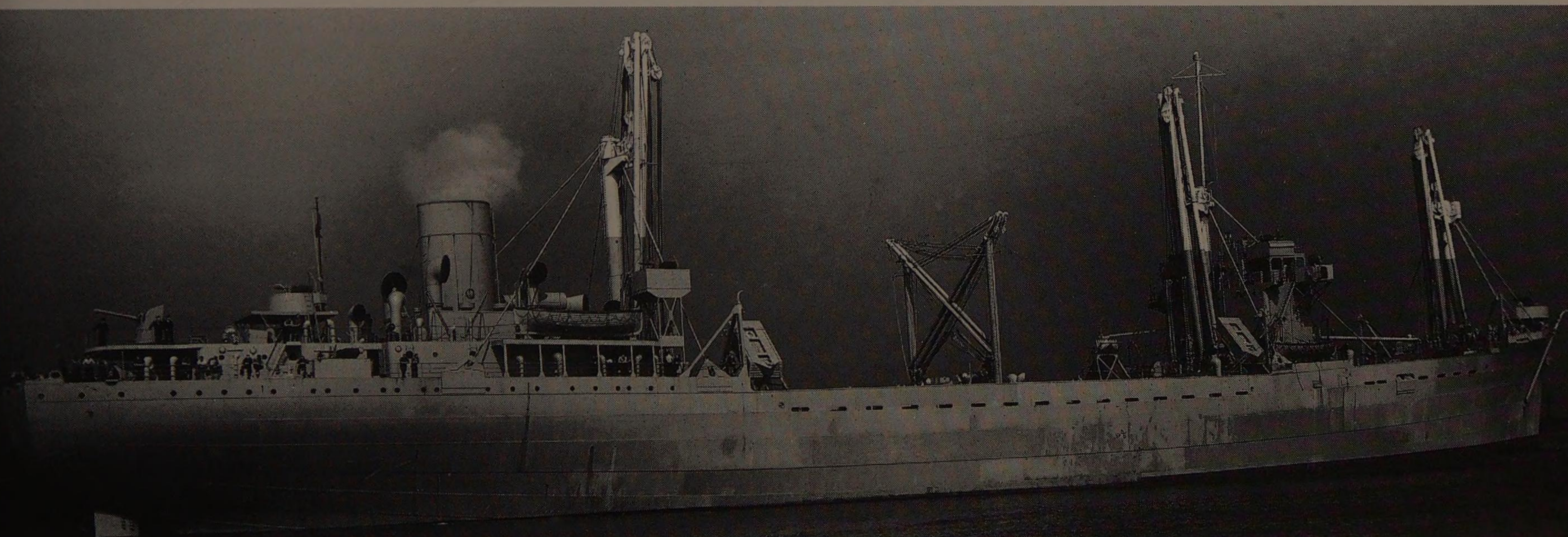
Dimensions: $437\frac{3}{4}$ (pp)/ $457\frac{3}{4}$ (oa) $\times$ $72\frac{1}{4}$ $\times$ $33\frac{3}{4}$ d/12 $\frac{1}{4}$ (18 full load) feet.

Machinery: Two Babcock & Wilcox 2-drum boilers (285lb/in²), two shafts, Skinner Uniflow (cyl ...in (..) $\times$...in stroke) engines IHP 7,400 except * Westinghouse DR geared steam turbines SHP 7,000 = $15\frac{1}{2}$ knots.

Bunkers & endurance: O.F. tons, 8,000nm @ 15k.

Armament: One 3in AA, four 2pdr (4 $\times$ 1), sixteen 20mm AA (16 $\times$ 1) guns; three LCT(5/6)s or two LCT(3/4)s or fourteen LCM(3)s.

Complement: 290 + 263 (troops).



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
F.101	DAFFODIL ex-Train Ferry 2	Amstrongs (Walker)	Wallsend Slipway	11.17	Mined off Dieppe 17/3/45 & foundered following day.
F.90	PRINCESS IRIS ex-Train Ferry 1	-do-	-do-	11.17	Mercantile <i>Essex Ferry</i> (1946), <i>Essex Ferry II</i> (1956); sold T W Ward .././57, arrived Grays .././57 for scrapping.
.....	EMPIRE CHAR-MAIN	Vickers-Armstrongs (Barrow)	Doxford (Sunderland)	 3.43	Mercantile <i>Vercharmian</i> (1951).
.....	EMPIRE ELAINE	-do-	-do-	11.42	Mercantile <i>John Lyras</i> (1947).

Landing Ships Dock (LSD)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 10/9/41							
F.130	BATTLEAXE (i) ex-LSD.9, ex-BAPM.1	Newport News Ship-building	Newport News Ship-building	23.11.42	21. 5.43	14. 9.43	EASTWAY (1943), returned USN ../5/47, RHN NAFKRATOUSSA (1953).
F.140	CLAYMORE (i) ex-LSD.10, ex-BAPM.2	-do-	-do-	23.11.41	19. 7.43	19.10.43	HIGHWAY (1943), returned USN ../4/46, mercantile <i>Antonio Maceo</i> (1953).
F.142	CUTLASS (i) ex-LSD.11, ex-BAPM.3	-do-	-do-	24. 5.43	18.11.43	15. 2.44	NORTHWAY (1943), returned USN ../12/46, mercantile <i>Jose Marti</i> (1953).
F.143	DAGGER (i) ex-LSD.12, ex-BAPM.4	-do-	-do-	23. 7.43	29.12.43	29. 3.44	OCEANWAY (1943), returned USN .././46, mercantile <i>Oceanos</i> (1947).
F.144	PORTWAY ex-Spear, ex-LSD.13, ex-BAPM.5	-do-	-do-	22.11.43	11. 4.44	5. 6.44	Retained USN CASA GRANDE.
F.145	SWASHWAY ex-Sword, ex-LSD.14, ex-BAPM.6	-do-	-do-	31.12.43	10. 5.44	3. 7.44	Retained USN RUSHMORE.
F.146	WATERWAY ex-Tomahawk, ex-LSD.15, ex-BAPM.7	-do-	-do-	16.12.43	24. 5.44	24. 7.44	Retained USN SHADWELL.

Landing Ships Headquarters (LSH)

The importance of maintaining communications with the large numbers of military units involved in a major invasion until a general headquarters was established ashore cannot be overstressed. In fact, it would not be overstating the case to say that success or failure, in operations of these sorts, was largely dependent on the maintenance of this communications link. This resulted in the landing ships headquarters/LSH, which was extensively fitted with communications equipment by which the naval and military commanders could exercise control over, and correlate the activities of, their many dispersed units.

The large LSHs were all mercantile conversions, while the small LSHs were escort destroyers and frigates adapted for the role. Any residual space in the LSH(L)s was utilised for troop accommodation, and consequently carried LCP(L)s in order to put them ashore.

Mercantile LSH (L) conversion: HILARY.

11,250 tons: 420 (pp)/442 (oa) × 56¼ × 37d/23¾ feet: five SE cylindrical boilers (280lb/in²), one shaft, reciprocating (VTE cyl 29in:48½in:81½in × 57in stroke) engine + Bauer-Wach DR geared exhaust turbine IHP 5,200 + SHP ... = 14 knots, O.F. ... tons (.....nm & ..k): one 6in, one 12pdr AA, two 2pdr AA, eleven 20mm AA (11×1) guns; six LCP(L)s: complement 313 + 378 (troops).

Mercantile LSH (L) conversion: BULOLO.

9,111 tons: 399 (pp)/412½ (oa) × 58¼ × 30¾d/21½ feet: two shafts, Burmeister & Wain 6cyl (bore 620mm × 1150mm stroke) diesel engines BHP 6,130 = 15 knots, O.F. 624 tons (.....nm @ ..k): four 4in AA (2×2), five 40mm AA (5×1), fourteen 20mm AA (14×1) guns; six LCP(L)s: complement 264 + 258 (troops).

Mercantile LSH(L) conversion: LARGS.

5,850 tons: 342¾ (pp)/375½ (oa) × 51¾ × 30½d/20¼ feet: two shafts, Burmeister & Wain 4cyl (bore 520mm × 900mm stroke) diesel engines BHP 5,720 = 17 knots, O.F. ... tons (.....nm @ ..k): one 12pdr AA, two 2pdr AA (2×1), fourteen 20mm AA (4×2/6×1) guns; four LCP(L)s: complement 284 + 110 (troops).

Mercantile LSH (L) conversion: LOTHIAN.

12,786 tons: 486 (pp)/515½ (oa) × 62¼ × 35d/22 feet: six SE cylindrical boilers (265lb/in²), two shafts, Parsons SR geared turbines SHP 9,750 = 16 knots, O.F. ... tons (.....nm @ ..k): four 4in AA (2×2), twenty 20mm AA (8×2/4×1) guns: complement 300.



Above: In addition to extensive communications facilities the landing ship headquarters (large) *Bulolo* also stowed six LCP(L)s under davits for putting troops ashore. (IWM)

The following naval vessels were fitted-out as LSH(S)s between 1943/45, viz:—

“Hunt” class escort destroyers: ALBRIGHTON, GOATHLAND.

“Captain” class escort destroyers: DACRES, KINGSMILL, LAWFORD.

“River” class frigates: CHELMER, ETTRICK, EXE, MEON, NITH, WAVENEY.

“Dragonfly” class gunboat: LOCUST.

Scant information is available on the modifications to the “Hunt” class. The *Goathland* had a 2pdr bow-chaser added, her three single 20mm AA were replaced by twin mountings, and additional accommodation was provided for an extra 107 personnel (raising the total complement to 284) and communications equipment; but there is no indication of what was landed to compensate.

With the “Captain” class the aft 3in AA gun and all depth charge mortars were removed, the superstructure extended aft; and a mainmast was stepped to provide a good spread of aerial. Four additional 20mm AA (4×1) guns were mounted; and the radar fit included SW.SL, SW.271, AW.291, and IFF.242/253. The complement was altered to 141 + 64 (spare) for combined operations staff.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
F.22	HILARY	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	 8.31	Returned ../3/46.
F.82	BULOLO	Barclay Curle (Whiteinch)	J Kincaid (Greenock)	 9.38	Returned ../12/46.
F.43	LARGS ex-Charles Plumier	Ch & At de Provence (Port-de-Bouc)	Ch & At de St Nazaire	38	Returned .././45.
F.168	LOTHIAN ex-City of Edinburgh	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	 8.38	Returned .././46.

Landing Ships Fighter Direction (LSF)

Another requisite for a successful seaborne invasion was to secure local air superiority over the beachheads. The provision of fighter aircraft was largely the concern of the Royal Air Force when landings were taking place within the range of shore-based aircraft, or the carrier-borne aircraft of the Fleet Air Arm outside of that range; but their effective control had to be exercised at the scene of the action. Consequently, converted merchant ships were fitted-out as landing ships fighter direction/LSFs with AW RDF, air plots, R/T

communications with aircraft, etc. so that enemy air counter attacks against the invading forces could be detected, plotted, and the defending fighter aircraft vectored to an intercept position. Although major naval vessels (capital ships, cruisers, aircraft carriers, etc.) were equipped for this role as part of their own air defence organisation they could neither be spared, nor risked close inshore, for this duty. The LSFs were supplemented by six LSTs similarly converted to fighter direction tenders/FDTs.

Mercantile LSF conversion: ANTWERP.

2,957 tons gross: 321½ (pp)/330 (oa) × 43 × 26½d/18 feet: SE cylindrical boilers (...lb/in²), two shafts, Curtis SR geared turbines SHP 9,000 = 21 knots, O.F. ... tons (.....nm @ ..k): two 12pdr AA (2×1) guns: complement

Mercantile LSF conversion: STUART PRINCE.

5,000 tons: 304¾ (pp)/315 (oa) × 44¼ × 19¼d/19 feet: two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 21in:35in:60in × 42in stroke) IHP 1,900 = 12¾ knots, coal ... tons (.....nm @ ..k): twenty-four 20mm AA (9×2/6×1) guns: complement

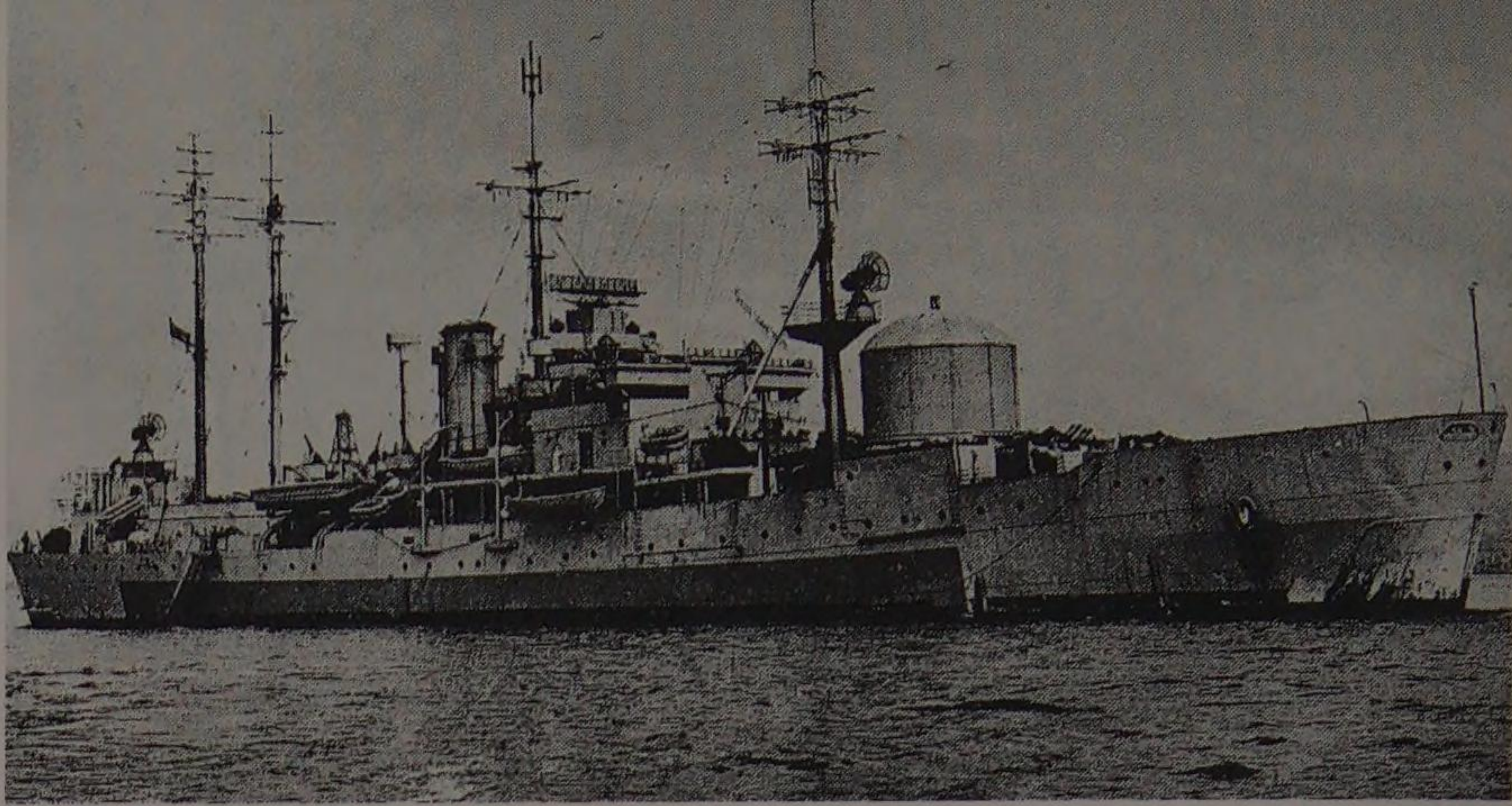
In addition, the two auxiliary anti-aircraft ships PALOMARES and ULSTER QUEEN (q.v.) were also fitted-out in 1943 as LSFs.

Fighter direction tenders: BOXER, BRUIZER, THRUSTER.

Converted LST(1)s re-armed with eight 2pdr AA (2×4) and eight 20mm AA (8×1) guns.

Fighter direction tenders: Nos. 13, 216, 217.

Converted LST(2)s armed with one 12pdr AA and twelve 20mm AA (6×2) guns. Bow doors welded-up, hatch covered with armour plate, and pig iron ballast on main deck served as armour over offices fitted on tank deck. Of-fices added included: general communications office, transmitting room, R/T receiving room, RDF receiving room, two VHF fighter direction offices, GC.1 office, beacon office, bridge plotting office, bridge conning station, filter room, air control room, store room, workshop, and four additional diesel generator sets.



Above: The fighter direction tender *Bruizer* (top and above) was converted from an LST(1), and had to step three extra masts to carry her extensive fit of communications and RDF aerials. (IWM)
Below: The landing ship fighter direction *Stuart Prince* was fitted with SW.272 on the foremast, AW.291 at the mastheads, and a short vertical HF/DF mast right aft. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
4.209	ANTWERP	J Brown (Clydebank)	J Brown (Clydebank)	 4.20	Returned .././45.
D.17	STUART PRINCE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	10.40	Mercantile <i>Fort Hamilton</i> (1951).



Landing Ships Emergency Repair (LSE)

By the very nature of their employment landing craft of all types were subject to damage more by rough usage than by enemy fire. The earliest large scale landings in North Africa has indicated that wastage among landing craft would be beyond replacement construction unless beached and damaged craft, which would otherwise be abandoned, were salvaged. They only had to be sufficiently patched up to return either to their parent ship, or to a repair base, where more permanent repairs would be effected. This led to an emergency repair organisation, equipped to undertake basic repairs to hull, engines, shafts, propellers, and rudders, carried in landing ships emergency repair/LSEs specially equipped for the purpose.

Naval LSE conversion: ADVENTURE.

Former cruiser minelayer converted to an emergency repair ship in 1944.

Naval LSE conversions: Nos. 1, 2, 50/53, 215, 360, 402, 425.

Former LSTs completed in 1944/45 as emergency repair ships.

Landing Ships Tank (LST)

The demands for the first landing ships tank/LSTs originated in 1940 when requirements were made for a ships that could land tanks direct on to a beach anywhere in the world. This presented the difficulty of shallow draught ocean-going ships: an unhappy combination at any time. The problem was tackled in two ways: first by converting suitable mercantile tonnage, and then by designing and building a small class of special ships even before any experience had been obtained with the first group.

Three medium-sized tankers, designed to pass over the restrictive bars of Lake Maracaibo, were selected for conversion because of their shallow draught. Even then their draught was such that they grounded sufficiently far off the beach that they required an articulated bow ramp to span the stretch of water between ship and shore; but they clearly indicated the feasibility of the LST concept. Historically, they were the first LSTs, a fact not without passing interest; but they possessed too many inherent disadvantages to be regarded as prototypes for the future.

The overriding feature of the naval-designed vessels was that speed was considerably increased, as the speed of the mercantile conversions was considered inadequate. But the bluff bow, associated with any type of ramped landing ship, was not conducive to speed; and these LSTs were therefore given a finer ship-shaped entry. This increased their draught; and they required a complicated extending ramp, over a 100ft long, to bridge the gap from ship to shallow water. In the absence of any actual experience it was thought that the ships would prove very vulnerable in action; and alternative arrangements were therefore provided for landing tanks through side ports into LCTs, or by a 40-ton crane on to a jetty. In fact, opinion on LSTs was so sceptical that provision was made to adapt them either to tankers or for the carriage of cased aircraft.

When it was later realised that a very large number of LSTs would be required for the European invasion, and the recovery of overseas territory occupied by the enemy, a compromise was sought between the LST(1)s and the LCTs. The former were over elaborate, were not wholly satisfactory, nor could they be mass-produced; while the latter were quite unable to undertake prolonged ocean passages, although they had considerably exceeded expectations as regards seaworthiness.

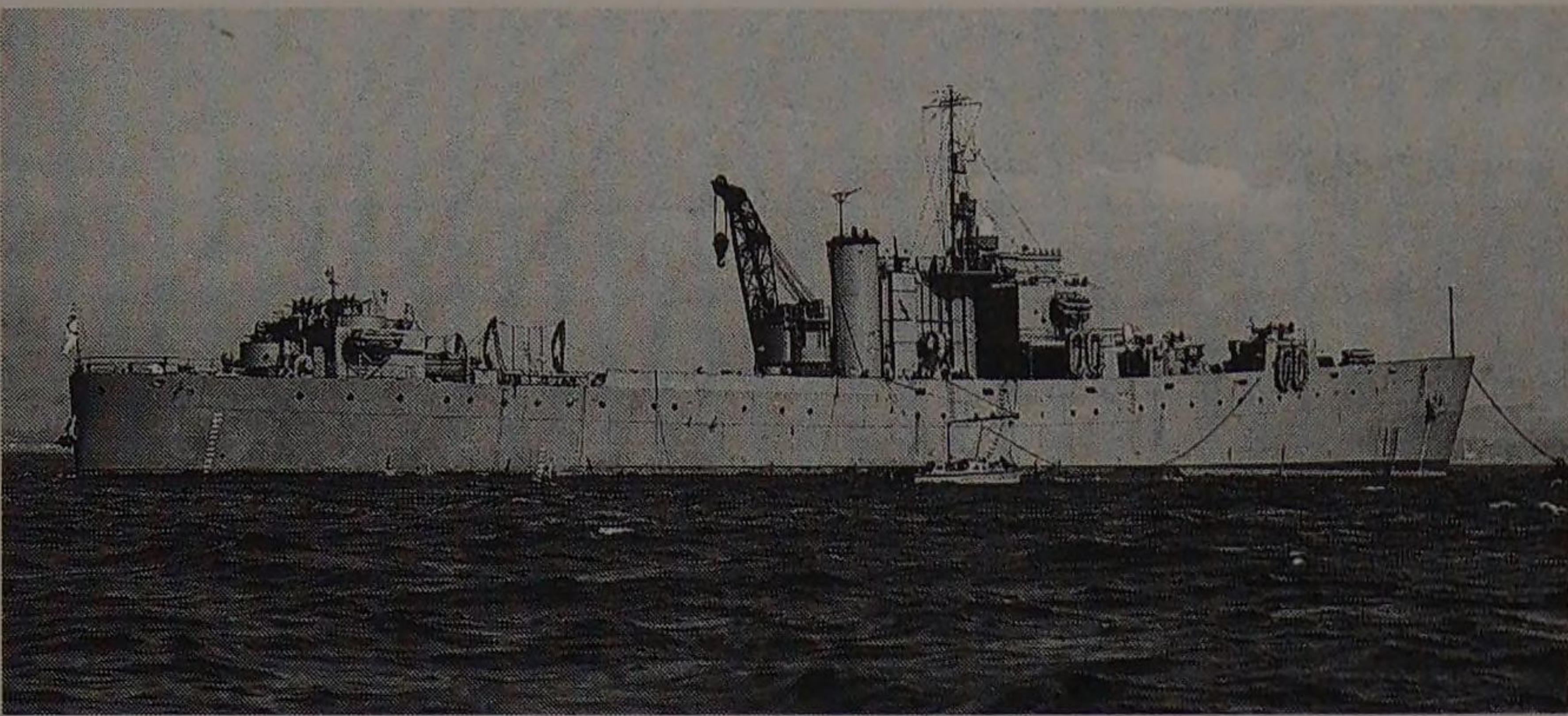
An Admiralty plan for an Atlantic TLC was then outlined to the United States Navy, and thereafter they proceeded, in partnership with the Royal Navy, to produce the ubiquitous LST(2)—now elevated from a craft to a ship—which met both production and seakeeping requirements. Diesel-engined, with the machinery placed well aft, they had the virtue of shallow draught, with a simple foot-hinged ramp at the bows. For ocean passages they could be ballasted down to a deeper draught; and their all-welded cellular construction stood up to the rigours of their arduous service (see *Note 1*). In common with the LST(1)s they kedged themselves back into deeper water after beaching and discharging their load.



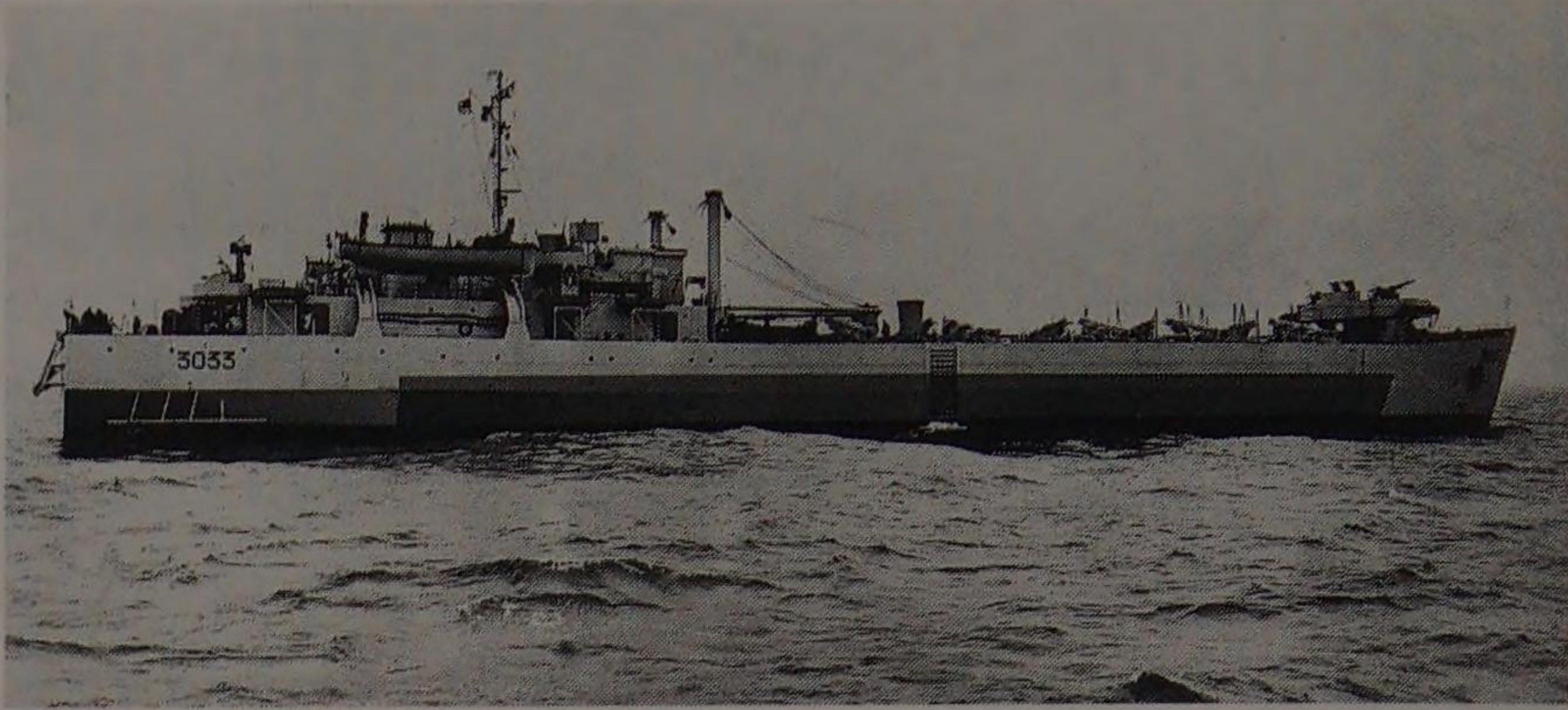
Above: The landing ship tank *Bachaquero* was converted from a shallow-draught tanker, and validated the LST concept. (IWM)

Although the LST(2)s fully met operational requirements their production was entirely in American hands. As a result of a difference of opinion over their allocation, the Royal Navy found itself short of LSTs; and was therefore compelled to embark on a small programme of its own, but to a modified design—the LST(3)—in view of certain limitations. No American diesel engines were available, and there was a shortage of welding facilities in the British and Canadian yards which were to build them. The only machinery readily available was the standard reciprocating engines installed in corvettes and frigates, and these—together with a large amount of riveting—resulted in larger, heavier, and consequently deeper draught LSTs without any increase in the military load. The end of hostilities halted this programme, by which time over two-thirds of them had been built.

Note 1: This ballasting arrangements enabled the LST(2) to meet the requirements for shallow draught beaching and deep draught ocean passages, and it is interesting to recall that the naval architect responsible for the design had previously worked on submarine ballast systems. The military load was limited to 500 tons for beaching on a 1:50 gradient, some 350 tons under the total deadweight capacity.



Above left: The LST(1) *Thruster* was too large and too complicated to be put into mass production to meet the numerical demands for this type of ship. (IWM)
Above right: LST(3) No. 3033 with chocks on deck for stowing LCTs. The two twin 20mm AA forward have been replaced by two 40mm AA mountings, each with an RDF-fitted director. (IWM)



tars; two LCM(1)s, twenty-two 25-ton or eighteen 30-ton tanks or thirty-three 3-ton lorries: complement 98 + 217 troops.

Mercantile LST conversions: BACHAQUERO, MISOA.

4,890/4,800 tons gross respectively: 365¼ (pp)/382½ (oa) × 64 × 18½d/4¼F/15A feet: two SE cylindrical boilers (225lb/in²), two shafts, reciprocating (cyl 16½in:28½in:48in × 36in stroke) engines IHP 3,000 = 12 knots, O.F. ... tons (.....nm @ ..k): four 2pdr AA (4×1), six 20mm AA (6×1) guns, two 4in smoke (2×1) mortars; two LCM(1)s, twenty-two 25-ton or eighteen 30-ton tanks or thirty-three 3-ton lorries: complement 98 + 217 (troops).

Mercantile LST conversion: TASAJERA.

3,952 tons: 350 (pp)/362¾ (oa) × 60¼ × 17½d/4¼F/15A feet: two SE cylindrical boilers (180lb/in²), two shafts, reciprocating (VTE cyl 16in:26in:43in × 27in stroke) engines IHP 1,800 = 10½ knots, O.F. ... tons (.....nm @ ..k): four 2pdr AA (4×1), six 20mm AA (6×1) guns, two 4in smoke (2×1) mor-

LST (2): Nos. 2/5, 8/9, 11/13, 62/65, 76/77, 79/82, 157, 159/165, 173, 178, 180, 198/200, 214/217, 237/239, 280, 289, 301/305, 311, 315, 319/324, 326, 331, 336/337, 346/347, 351/352, 358, 360/369, 371, 373, 380/386, 394, 401/430, *538, *1021.

Displacement: 1,468 tons (3,710 tons full load).
Dimensions: 316 (pp)/327¾ (oa) × 50 ×d/.... (6¼ full load) feet.
Machinery: Two shafts, General Motors 12cyl 567 (borein ×in stroke) BHP 1,800 = 10½ knots.
Bunkers & radius: O.F. 1,490 tons, 6,000nm @ 9k.
Armament: One 12pdr AA, six 20mm AA (6×1) guns; eighteen 40-ton or twenty 25-ton or thirty 16-ton tanks.
Complement: 86.

LST (3): Nos. 3001/3045, 3501/3574.

Army LST: CRUSADER.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Acquired .././41							
F.110	BACHAQUERO	Furness Shipbuilding (Haverton Hill)	North-Eastern Marine (Wallsend)	.....	7. 5.37	.....	Retroceded 1945, <i>Esso Bachaquero</i> (1952); sold
F.117	MISAO	-do-	-do-	.....	22. 6.37	.....	Depot ship (1944), retroceded 1945; sold
F.125	TASAJERA	-do-	-do-	.....	3. 3.38	.....	Retroceded 1945, <i>Esso Avila</i> (1948); sold
Ordered 6/3/41							
F.121	BOXER (i)	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	41	12.12.42	10. 4.43	Fighter direction ship (1944), radar training ship (1947); sold T W Ward 1/12/58, arrived Barrow 5/12/58 for scrapping.
F.127	BRUIZER (i)	-do-	-do-	41	24.10.42	12. 3.43	Fighter direction ship (1944), mercantile <i>Nilla</i> (1946), <i>Silver Star</i> (1950), <i>Ciudad de Santa Fe</i> (1957); scrapped Argentina 1968.
F.131	THRUSTER (i)	-do-	-do-	31. 7.41	24. 9.42	28. 1.43	Fighter direction ship (1944), RNethN PELIKAAN (1947); scrapped Bilbao 1973.
Ordered 23/1/42							
L.2	LST.2	Dravo (Neville Island)	General Motors (Cleveland & Detroit)	23. 6.42	19. 9.42	9. 2.43	RN (1944), returned USN 12/4/46; sold Bosey (Philippines) 5/12/47.
L.3	LST.3	-do-	-do-	29. 6.42	19. 9.42	8. 2.43	RN (1944), returned USN 12/5/46; sold Boston Metals 10/9/47, arrived Baltimore .././47 for scrapping.
L.4	LST.4	-do-	-do-	4. 7.42	9.10.42	14. 2.43	RN (1944), returned USN 12/5/46; sold Boston Metals 10/9/47, arrived Baltimore .././47 for scrapping.
L.5	LST.5	-do-	-do-	12. 7.42	3.10.42	22. 2.43	RN (1944), returned USN 29/11/46; sold Tung Hwa Trading (Singapore) 7/10/47 for mercantile conversion.
L.8	LST.8	-do-	-do-	26. 7.42	29.10.42	23. 3.43	Returned USN 1/6/46; sold Bosey (Philippines) 5/12/47.
L.9	LST.9	-do-	-do-	9. 8.42	14.11.42	20. 3.43	Returned USN 1/6/46; sold Bosey (Philippines) 5/9/48.
L.11	LST.11	-do-	-do-	8. 8.42	18.11.42	23. 3.43	Returned USN 13/5/46; sold Bosey (Philippines) 5/12/47.
L.12	LST.12	-do-	-do-	16. 8.42	7.12.42	26. 3.43	Returned USN 5/1/46; sold Washburn Wire 11/9/47, arrived Philadelphia .././47 for scrapping.

L.13	LST.13	-do-	-do-	1. 9.42	5. 1.43	3. 4.43	FDT.13 (1944), returned USN 27/2/46; sold Luria Bros 14/10/47, arrived Philadelphia .././47 for scrapping.
L.62	LST.52	Jeffersonville Boat & Machine	General Motors (Detroit)	5. 8.42	23.11.42	4. 3.43	Returned USN 10/6/46; sold Northern Metals 12/5/48, arrived Philadelphia .././49 for scrapping.
L.63	LST.63	-do-	-do-	6. 8.42	19.12.42	29. 3.43	Returned USN 17/12/45, mercantile <i>Northampton</i> (1948), <i>Savakierr</i> (1968); sold
L.64	LST.64	-do-	-do-	13. 8.42	8. 1.43	2. 4.43	Stranded Naples 26/2/44, salvaged & returned USN 15/10/45, mercantile <i>Clarus</i> (1949); sold
L.65	LST.65	-do-	-do-	14. 8.42	7.12.42	18. 3.43	Returned USN 5/1/46; sold Northern Metals 4/5/48, arrived Philadelphia .././48 for scrapping.
L.76	LST.76	-do-	-do-	19. 1.43	14. 4.43	26. 6.43	RN (1944), returned USN 23/4/46, mercantile (1948); foundered off Cape Hatteras 5/10/51.
L.77	LST.77	-do-	-do-	20. 2.43	21. 4.43	3. 7.43	RN (1944), returned USN 12/5/46; sold J A Hughes 7/11/47, arrived New York .././47 for scrapping.
L.79	LST.79	-do-	-do-	28. 2.43	8. 5.43	7. 7.43	Bombed German aircraft Ajaccio 30/9/43.
L.80	LST.80	-do-	-do-	16. 3.43	18. 5.43	12. 7.43	Mined off Oostende 20/3/45.
L.81	LST.81	-do-	-do-	8. 3.43	28. 5.43	21. 7.43	LSE.1 (1943), returned USN 21/5/46, Argentinian Navy INGENIERO IRIBAS (1947); sold 1967.
L.82	LST.82	-do-	-do-	25. 3.43	9. 6.43	26. 7.43	ARL.6 (1943), LSE.2 (1943), returned USN 21/5/46, Argentinian Navy INGENIERO GADDA (1947); sold 1967.
L.157	LST.157	Missouri Valley Bridge & Iron (Evansville)	-do-	25. 6.42	31.10.42	10. 2.43	RN (1944), returned USN 11/4/46; sold Bosey (Philippines) 5/12/47.
L.159	LST.159	-do-	-do-	19. 7.42	21.11.42	13. 2.43	Returned USN 23/4/46, sold Newport News Shipbuilding 27/4/47 for mercantile conversion.
L.160	LST.160	-do-	-do-	21. 7.42	30.11.42	18. 2.43	Returned USN 1/6/46; sold Bosey (Philippines) 5/12/47.
L.161	LST.161	-do-	-do-	24. 7.42	7.12.42	28. 2.432	Returned USN 5/1/46; sold Northern Metals & Alloys 7/5/48, arrived Philadelphia .././48 for scrapping.
L.162	LST.162	-do-	-do-	24. 7.42	3. 2.43	15. 3.43	Returned USN 1/2//46; sold Luria Bros 9/10/47, arrived Philadelphia .././47 for scrapping.
L.163	LST.163	-do-	-do-	10. 8.42	4. 2.43	24. 3.43	Returned USN 29/11/46, mercantile <i>Chip Lam</i> (1947); sold
L.164	LST.164	-do-	-do-	13. 8.42	5. 2.43	30. 3.43	Returned USN 29/11/46, sold Tung Hwa Trading (Singapore) 7/10/47 for mercantile conversion.
L.165	LST.165	-do-	-do-	7. 9.42	2. 2.43	3. 4.43	Returned USN 20/3/46; sold Northern Metals & Alloys 5/6/46, arrived Philadelphia .././46 for scrapping.
L.173	LST.173	-do-	-do-	24.12.42	24. 4.43	18. 6.43	Returned USN 23/4/46; sold Luria Bros 22/10/47, arrived Philadelphia .././47 for scrapping.
L.178	LST.178	-do-	-do-	6. 2.43	23. 5.43	21. 6.43	Mined off Patras 24/2/45 & written-off as constructive total loss, Egyptian Navy AKKA (1946); expended as blockship Lake Timsah 1/11/56, salvaged 14/2/57 & scrapped.
L.180	LST.180	-do-	-do-	8. 2.43	3. 6.43	29. 6.43	Returned USN 17/12/45, mercantile <i>Leona</i> (1947); lost cause & place unknown 28/3/55.
L.198	LST.198	Chicago Bridge & Iron (Seneca)	General Motors (Cleveland)	22. 6.42	17. 1.43	1. 3.43	Returned USN 23/1/46, mercantile <i>Lidia</i> (1949); sold.
L.199	LST.199	-do-	-do-	27. 6.42	7. 2.43	1. 3.43	Mined off Surabaya 5/11/45 & written-off as constructive total loss 27/3/46.
L.200	LST.200	-do-	-do-	2. 7.42	20. 2.43	16. 3.43	Returned USN 27/2/46, mercantile <i>Linda</i> (1947); scrapped 1957.
L.214	LST.214	-do-	-do-	29.12.42	22. 6.43	7. 7.43	Returned USN 26/1/46; sold N Block 3/3/47, arrived Norfolk .././47 for scrapping.
L.215	LST.215	-do-	-do-	8. 1.43	26. 6.43	12. 7.43	LSE.51 (1944), returned USN 27/7/46, mercantile <i>Pegaso</i> (1947), <i>Celik</i> (19...); sold Yugoslavian shipbreaker .././62, arrived Split 9/5/62 for scrapping.
L.216	LST.216	-do-	-do-	23. 1.43	4. 7.43	23. 7.43	FDT.216 (1943); torpedoed German aircraft off Cherbourg 7/7/44.
L.217	LST.217	-do-	-do-	2. 2.43	13. 7.43	30. 7.43	FDT.217 (1943), returned USN 12/2/46; sold J A Hughes 12/12/47, arrived New York .././48 for scrapping.
L.237	LST.237	Missouri Valley Bridge & Iron (Evansville)	General Motors (Detroit)	9. 2.43	8. 6. 43	30. 6.43	Returned USN 11/2/46, sold Bosey (Philippines) 5/11/47 for mercantile conversion.
L.238	LST.238	-do-	-do-	5. 3.43	13. 6.43	9. 7.43	Returned USN 13/2/46; sold Ship & Power Equipment 12/3/48, arrived Barber .././48 for scrapping.
L.239	LST.239	-do-	-do-	6. 3.43	18. 6.43	13. 7.43	Returned USN 5/2/46, mercantile barge (1948); sold
L.280	LST.280	American Bridge (Ambridge)	-do-	16. 7.43	26. 9.43	2.11.43	Returned USN 11/4/46; sold Bosey (Philippines) 5/12/47.
L.289	LST.289	-do-	-do-	14. 9.43	21.11.43	31.12.43	Returned USN 12/10/46, mercantile <i>Fendracht</i> (1947), (1956); sold
L.301	LST.301	Boston Navy Yard	-do-	26. 6.42	15. 9.42	1.11.42	Returned USN 20/3/46; WSA ../12/47 for disposal.

L.302	LST.302	-do-	-do-	27. 6.42	15. 9.42	10.11.42	Returned USN 5/1/46; sold Northern Metals & Alloys 11/12/47, arrived Philadelphia .././48 for scrapping.
L.303	LST.303	-do-	-do-	3. 7.42	21. 9.42	20.11.42	Returned USN 1/6/46, sold Bosey (Philippines) 5/12/47.
L.304	LST.304	-do-	-do-	3. 7.42	21. 9.42	29.11.42	Returned USN 29/11/46; sold Tung Hwa Trading (Singapore) 7/10/47 for mercantile conversion.
L.305	LST.305	-do-	-do-	24. 7.42	10.10.42	6.12.42	Torpedoed German submarine U.230 off Anzio 20/2/44 & foundered following day.
L.311	LST.311	New York Navy Yard	-do-	7. 9.42	30.12.42	11. 1.43	RN (1944), returned USN 11/4/46; sold Bosey (Philippines) 5/12/46, re-sold T Y Fong.
L.315	LST.315	-do-	-do-	15.10.42	28. 1.43	3. 2.43	RN (1944), returned USN 16/3/46; sold Bosey (Philippines) 5/12/47.
L.319	LST.319	Philadelphia Navy Yard	General Motors (La Grange)	10. 8.42	5.11.42	15.12.42	Returned USN 17/12/45; sold Ships & Power Equipment (Barber) 9/3/46 for mercantile conversion.
L.320	LST.320	-do-	-do-	10. 8.42	5.11.42	28.12.42	Returned USN 23/4/46; sold Southern Trading 4/10/47, arrived Wilmington .././47 for scrapping.
L.321	LST.321	-do-	-do-	10. 8.42	5.11.42	31.12.42	Returned USN 11/4/46; sold Bosey (Philippines) 5/11/47.
L.322	LST.322	-do-	-do-	10. 8.42	5.11.42	9. 1.43	Returned USN 10/7/46, mercantile (1947).
L.323	LST.323	-do-	-do-	10. 8.42	5.11.42	18. 1.43	Returned USN 26/1/46; sold Luria Bros 9/10/47, arrived Philadelphia .././47 for scrapping.
L.324	LST.324	-do-	-do-	10. 8.42	5.11.42	23. 1.43	Returned USN 1/6/46; sold Bosey (Philippines) 13/2/48.
L.326	LST.326	-do-	-do-	12.11.42	11. 2.43	26. 2.43	RN (1944), returned USN 25/2/46, mercantile (1946).
L.331	LST.331	-do-	-do-	12.11.42	11. 2.43	11. 3.43	RN (1944), returned USN 16/3/46, sold Bosey (Philippines) 13/2/48.
L.336	LST.336	Norfolk Navy Yard	-do-	17. 7.42	15.10.42	11.12.42	RN (1944), returned USN 7/3/46; sold Luria Bros 22/10/47, arrived Philadelphia .././47 for scrapping.
L.337	LST.337	-do-	-do-	17. 7.42	8.11.42	16.12.42	RN (1944), returned USN 16/3/46, sold Bosey (Philippines) 5/12/47.
L.346	LST.346	-do-	-do-	17.10.42	15.12.42	25. 1.43	RN (1944), returned USN 2/5/46, sold Bosey (Philippines) 5/12/47.
L.347	LST.347	-do-	-do-	10.11.42	7. 2.43	7. 2.43	RN (1944), returned USN 28/1/46, mercantile (1948).
L.351	LST.351	-do-	-do-	9.11.42	7. 2.43	24. 2.43	RN (1944), returned USN 10/12/46, mercantile (1947).
L.352	LST.352	-do-	-do-	9.11.42	7. 2.43	26. 2.43	RN (1944), returned USN 2/8/46, mercantile (1947).
L.358	LST.358	Charleston Navy Yard	General Motors (Cleveland)	24.10.42	15.12.42	8. 2. 43	RN (1944), returned USN 27/2/46; sold Southern Trading 3/10/47, arrived Philadelphia .././47 for scrapping.
L.360	LST.360	-do-	-do-	21.11.42	11. 1.43	9. 2.43	RN LSE.52 (1944), returned USN 10/6/46, sold 8/10/47.
L.361	LST.361	Bethlehem (Quincy) (Cleveland & Detroit)	General Motors	10. 8.42	10.10.42	16.11.42	Returned USN 7/3/46; sold Luria Bros 11/10/47, arrived Philadelphia .././47 for scrapping.
L.362	LST.362	-do-	-do-	10. 8.42	10.10.42	23.11.42	Torpedoed German submarine U.744 Bay of Biscay 2/3/44.
L.363	LST.363	-do-	-do-	2. 9.42	26.10.42	30.11.42	Returned USN 26/1/46; sold N Block 4/12/47, arrived Norfolk .././48 for scrapping.
L.364	LST.364	-do-	-do-	3. 9.42	26.10.42	7.12.42	Torpedoed German submarine U..... off Ramsgate 22/2/45.
L.365	LST.365	-do-	-do-	14.10.42	11.11.42	14.12.42	Returned USN 10/12/46; sold Fresh Frozen Foods (Ayr) 5/6/47 for mercantile conversion.
L.366	LST.366	-do-	-do-	14.10.42	11.11.42	21.12.42	Returned USN 26/1/46; sold N Block .././47, arrived Norfolk .././47 for scrapping.
L.367	LST.367	-do-	-do-	13.10.42	24.11.42	29.12.42	Returned USN 17/12/45; sold Great Atlantic Iron & Steel 18/3/48, arrived ..... .././48 for scrapping.
L.368	LST.368	-do-	-do-	13.10.42	24.11.42	4. 1.43	Returned USN 16/3/46, sold Bosey (Philippines) .././47; destroyed 16/6/48.
L.369	LST.369	-do-	-do-	13.10.42	24.11.42	8. 1.43	RN (1944), returned USN 29/11/46; sold Tung Hwa Trading (Singapore) 7/10/47 for mercantile conversion.
L.371	LST.371	-do-	-do-	29.10.42	12.12.42	16. 1.43	RN (1944), returned USN 16/3/46, sold Bosey (Philippines) 5/12/47.
L.373	LST.373	-do-	-do-	14.11.42	19. 1.43	27. 1.43	RN (1944), returned USN 16/3/46, sold Bosey (Philippines) 5/12/47.
L.380	LST.380	-do-	-do-	10.12.42	10. 2.43	15. 2.43	RN (1944), returned USN 11/4/46, mercantile <i>Wan Li</i> (19..), Chinese Navy (Nationalist) CHUNG YU (19..).
L.381	LST.381	-do-	-do-	10.12.42	10. 2.43	15. 2.43	RN (1944), returned USN 10/6/46; sold 11/9/47 & scrapped.
L.382	LST.382	-do-	-do-	10.12.42	3. 2.43	18. 2.43	RN (1944), returned 28/1/46, mercantile (1948).
L.383	LST.383	Newport News Ship-building	General Motors (Cleveland)	16. 6.42	28. 9.42	27.10.42	RN (1944), returned USN 4/5/46, Netherlands East Indies Maritime Customs (1946).
L.385	LST.385	-do-	-do-	19. 6.42	28. 9.42	8.11.42	RN (1944), returned USN 16/3/46, sold Bosey (Philippines) 5/12/47.

L.386	LST.386	-do-	-do-	19. 6.42	28. 9.42	10.11.42	RN (1944), returned USN 10/12/46, sold Fresh Frozen Foods (Ayr) 5/6/47 for mercantile conversion.
L.394	LST.394	-do-	-do-	27. 7.42	11.11.42	15.12.42	RN (1944), returned USN 12/5/46; sold N Block 10/12/47, arrived Norfolk .././48 for scrapping.
Ordered 28/5/42							
L.401	LST.401	Bethlehem-Fairfield (Baltimore)	General Motors (Cleveland)	17. 8.42	16.10.42	30.11.42	Returned USN 7/3/46; sold Luria Bros 11/10/47, arrived Philadelphia .././47 for scrapping.
L.402	LST.402	-do-	-do-	21. 8.42	9.10.42	9.12.42	LSE.53 (1945), returned USN 24/9/46; sold .././47 & scrapped.
L.403	LST.403	-do-	-do-	23. 8.42	24.10.42	8.12.42	Returned USN 11/4/46, sold Bosey (Philippines) 5/12/47.
L.404	LST.404	-do-	-do-	27. 8.42	28.10.42	15.12.42	Torpedoed German submarine U.741 south-east of St Katherine's Point 15/8/44 & beached in two parts Ryde; sold Belgian shipbreaker ../6/48, arrived Zeebrugge .././48 for scrapping.
L.405	LST.405	-do-	-do-	30. 8.42	31.10.42	28.12.42	Collision USA GENERAL M M PATRICK off Colombo 27/3/45 & written-off as constructive total loss 12/3/46; sold
L.406	LST.406	-do-	-do-	1. 9.42	28.10.42	26.12.42	Returned USN 11/4/46, mercantile <i>Chung 116</i> (1949); sold
L.407	LST.407	-do-	-do-	2. 9.42	5.11.42	31.12.42	Blown ashore off Baia 26/2/44 & written-off as constructive total loss 24/4/44; sold Italy ../7/45 & scrapped.
L.408	LST.408	-do-	-do-	9. 9.42	31.10.42	23.12.42	Returned USN 4/5/46, sold Bosey (Philippines) 5/12/47.
L.409	LST.409	-do-	-do-	9. 9.42	15.11.42	6. 1.43	Returned USN 2/7/46, mercantile <i>Spyros</i> (1949), <i>Attiki</i> (1953), <i>Marianti Tetenes</i> (1955), <i>Saipem</i> (1958); scrapped Italy ../3/72.
L.410	LST.410	-do-	-do-	13. 9.42	15.11.42	14. 1.43	Returned USN 16/4/47, sold Bosey (Philippines) 13/2/48.
L.411	LST.411	-do-	-do-	21. 9.42	9.11.42	31.12.42	Mined off Bastia 31/12/43 & drifted ashore 8 miles south of Bastia.
L.412	LST.412	-do-	-do-	24. 9.42	16.11.42	26. 1.43	Returned USN 23/1/46; sold Northern Metals & Alloys 16/12/47, arrived Philadelphia .././48 for scrapping.
L.413	LST.413	-do-	-do-	10.10.42	10.11.42	5. 1.43	Returned USN 11/4/46, sold Bosey (Philippines) 5/12/47.
L.414	LST.414	-do-	-do-	18.10.42	21.11.42	19. 1.43	Torpedoed Italian aircraft off Cani Rocks 15/8/43 & beached north of Bizerte.
L.415	LST.415	-do-	-do-	29.10.42	21.11.42	19. 1.43	Torpedoed German MTB S..... off Tongue L/V 16/1/45, beached Thurrock 18/1/45 & written-off as constructive total loss; sold T W Ward ../1/48, arrived Grays .././48 for scrapping.
L.416	LST.416	-do-	-do-	25.10.42	30.11.42	5. 2.43	Returned USN 12/2/46, sold 23/4/48 for mercantile conversion.
L.417	LST.417	-do-	-do-	29.10.42	24.11.42	31. 1.43	Returned USN 31/5/46; sold J A Hughes 4/12/47, arrived New York .././48 for scrapping.
L.418	LST.418	-do-	-do-	2.11.42	30.11.42	31. 1.43	Torpedoed German submarine U.230 off Anzio 16/2/44.
L.419	LST.419	-do-	-do-	1.11.42	30.22.42	9. 2.43	Returned USN 4/5/46, sold Bosey (Philippines) 5/12/47.
L.420	LST.420	-do-	-do-	6.11.42	5.12.42	16. 2.43	Mined off Oostende 7/11/44.
L.421	LST.421	-do-	-do-	11.11.42	5.12.42	27. 1.43	Returned USN 29/11/46, mercantile <i>Chong Tong</i> (1947), <i>Maung Bama</i> (1950); scrapped 1957.
L.422	LST.422	-do-	-do-	12.11.42	10.12.42	5. 2.43	Mined off Anzio 26/1/44.
L.423	LST.423	-do-	-do-	1.12.42	14. 1.43	25. 2.43	Returned USN 10/6/46; sold Northern Metals & Alloys ../12/47, arrived Philadelphia .././48 for scrapping.
L.424	LST.424	-do-	-do-	17.11.42	12.12.42	31. 1.43	Returned USN 7/1/46; sold Rinaldo de Haag 3/7/46, arrived Italy .././46 for scrapping.
L.425	LST.425	-do-	-do-	16.11.42	12.12.42	11. 2.43	LSE.50 (1944), returned USN 30/8/46; sold 8/10/47 for scrapping.
L.426	LST.426	-do-	-do-	16.11.42	11.12.42	17. 2.43	Returned USN 23/4/46; sold N Block 2/12/47, arrived Norfolk .././47 for scrapping.
L.427	LST.427	-do-	-do-	22.11.42	19.12.42	16. 2.43	Returned USN 11/4/46, sold Bosey (Philippines) 5/12/47.
L.428	LST.428	-do-	-do-	22.11.42	22.12.42	10. 2.43	Returned USN 10/6/46; sold Luria Bros 10/10/47, arrived Philadelphia .././47 for scrapping.
L.429	LST.429	-do-	-do-	16.11.42	11. 1.43	21. 2.43	Lost by fire en route Sousse/Sfax 3/7/43.
L.430	LST.430	-do-	-do-	25.11.42	31.12.42	21. 2.43	Returned USN 26/1/46; sold Northern Metals & Alloys 12/10/47, arrived Philadelphia .././47 for scrapping.
Ordered 26/5/43							
L.538	LST.538	Missouri Valley Bridge & Iron (Evansville)	General Motors (Detroit)	29.10.43	5. 1.44	14. 2.44	RN (1944), returned USN 16/3/46, sold Bosey (Philippines) 5/12/47.
Ordered 17/12/43							
L.1021	LST.1021	Bethlehem (Quincy)	General Motors (Cleveland)	18. 4.44	16. 5.44	21. 5.44	RN (1944), returned USN 8/2/46, sold Tung Hwa Trading (Singapore) 7/10/47 for mercantile conversion.

Ordered 22/12/43

L.3001	LST.3001	Vickers-Armstrongs (Walker)	Hicks Hargreaves (Bolton)	44	15. 1.45	29. 6.45	Army FREDERICK CLOVER (1946), mercantile <i>Pacific Pioneer</i> (1966); sold Leung Yau .././68, arrived Hong Kong ../12/68 for scrapping.
L.3002	LST.3002	-do-	Vickers-Armstrongs (Walker)	44	29. 4.45	27. 9.45	RHN ALIAKMON (1947); sold Greek shipbreaker 25/4/71, arrived ..... .././72 for scrapping.
L.3003	LST.3003	-do-	-do-	44	8. 6.45	30.11.45	ANZIO (1947); sold Spanish shipbreaker 8/2/70, left in tow for Valencia 7/2/71 for scrapping.
L.3004	LST.3004	-do-	Markham (Chesterfield)	44	30. 7.45		Cancelled .././45, completed mercantile <i>Rio Tejo</i> (1950), <i>Sao Joaquim</i> (1951); sold
L.3006	LST.3006	Harland & Wolff (Belfast)	Lobnitz (Renfrew)	44	3. 9.44	29. 3.45	TROMSO (1947), mercantile <i>Empire Gannet</i> (1956); sold Singapore ../8/68.
L.3007	LST.3007	-do-	Worthington Simpson (Newark)	23. 3.44	16. 9.44	15. 5.45	RHN AXIOS (1947); sold Cantiere Naeli 24/7/62, arrived Genoa .././62 for scrapping.
L.3008	LST.3008	-do-	Harland & Wolff (Belfast)	44	31.10.44	4. 5.45	RAN (1946); sold R H Coots 4/5/60, arrived Sydney .././60 for scrapping.
L.3009	LST.3009	-do-	-do-	20. 7.44	30.12.44	11. 5.45	RASC REGINALD KERR (1946); sold Singapore 1966.
L.3014	LST.3014	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	17. 4.44	11.11.44	29. 3.45	RAN (1946); sold R H Coots 4/6/50, arrived Sydney .././50 for scrapping.
L.3015	LST.3015	-do-	-do-	29. 5.44	16. 3.45	21. 9.45	BATTLER (ii) (1947), mercantile <i>Empire Puffin</i> (1956), hulked barge (1960); sold Italian shipbreaker .././66, arrived La Spezia ../7/66 for scrapping.
L.3016	LST.3016	Hawthorn Leslie (Hebburn)	North-Eastern Marine (Wallsend)	44	15.12.44	45	DIEPPE (1947); sold Spanish shipbreaker 25/2/80, arrived Santander .././80 for scrapping.
L.3017	LST.3017	-do-	-do-	44	28.11.44	9. 6.45	RAN (1946), TARAKAN (1948); sold E A Marr 12/3/54, arrived Sydney .././54 for scrapping.
L.3019	LST.3019	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	13. 3.44	4. 9.44	30.12.44	VAAGSO (1947); sold British shipbreaker .././59, arrived Faslane ../12/59 for scrapping.
L.3020	LST.3020	-do-	-do-	44	31.10.44	6. 4.45	RHN ALFIOS (1947); sold Italian shipbreaker .././63, arrived La Spezia ../8/63 for scrapping.
L.3021	LST.3021	Lithgows (Port Glas-gow)	J Kincaid (Greenock)	4. 5.44	23.10.44	20. 4.45	RASC CHARLES MCLEOD (1946), sold Italian shipbreaker .././68, arrived La Spezia 22/7/68 for scrapping.
L.3022	LST.3022	-do-	-do-	44	26. 1.45	8.10.45	RAN (1946), mercantile <i>Coral</i> (1950); sold
L.3022	LST.3023	-do-	-do-	44	13. 6.45		Cancelled .././45, completed mercantile <i>Rio Guardiania</i> (1949), <i>Sao Paulo</i> (1955).
L.3024	LST.3024	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	44	5.10.44	15. 3.45	RASC MAXWELL BRANDER (1946), mercantile <i>Fedredge Isabel</i> (1968); scrapped Hong Kong 1969.
L.3025	LST.3025	-do-	-do-	7. 7.44	14. 1.45	27. 6.45	BRUIZER (ii) (1947); sold Chop Siong Huat (Singapore) 15/10/54 for scrapping.
L.3026	LST.3026	Blyth Dry Dock	Walker (.....)	11. 4.44	30.10.44	16. 6.45	CHARGER(ii) (1946), mercantile <i>Empire Nordic</i> (1955); sold Spanish shipbreaker .././65, arrived Bilbao 10/10/65 for scrapping.
L.3027	LST.3027	-do-	.....	30. 5.44	26. 1.45	24.10.45	LOFOTEN (1947), helicopter carrier (1964); sold
L.3028	LST.3028	Stephen (Linthouse)	Fullerton, Hodgarth & Barclay (Paisley)	15. 3.44	16.11.44	19. 5.45	RASC SNOWDEN SMITH (1946), mercantile <i>Elbano Primo</i> (1964); scrapped Italy 1971.
L.3029	LST.3029	-do-	Stephen (Linthouse)	15. 5.44	12. 1.45	29. 8.45	CHASER (ii) (1947); sold Cantiere Navali de le Grazil .././62, arrived La Spezia 28/3/62 for scrapping.
L.3030	LST.3030	Hall Russell (Aber-deen)	Hall Russell (Aber-deen)	44	12. 6.45	.....	Cancelled .././45, completed mercantile <i>Clupea</i> (1947); sold
L.3031	LST.3031	Connell (Scotstoun)	.....	.....44	11.12.44	11. 7.45	SULTAN (1959); sold S Aquilar y Peria 8/12/70, arrived Valencia ../1/71 for scrapping.
L.3032	LST.3032	-do-	D Rowan (Glasgow)	44	27. 4.45	.....	Cancelled .././45, completed mercantile <i>Rio Mondego</i> (1950), <i>Sao Sebastiao</i> (1956); sold
L.3033	LST.3033	Pickersgill (South-wick)	G Clark (Sunderland)	44	11. 2.45	19. 7.45	Mercantile <i>Empire Shearwater</i> (1956); scrapped Terneuzen ../11/62.
L.3034	LST.3034	-do-	.....	.....44	25. 8.45	.....	Cancelled .././45; sold incomplete Metal Industries .././50, arrived Charlestown ../2/50 for scrapping.
L.3035	LST.3035	Denny (Dumbarton)	.....	.....44	24.10.44	10. 3.45	RAN (1946), LAE (1948); broke tow & wrecked north coast of Queensland 3/11/56 en route Japanese shipbreaker.
L.3036	LST.3036	Ailsa (Troon)	.....	.....44	20.11.44	5. 5.45	PUNCHER (ii) (1947); sold Belgian shipbreaker 29/5/61, arrived Ghent 4/6/61 for scrapping.
Ordered 1/2/44							
L.3501	LST.3501	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	30. 3.44	24. 8.44	19. 5.45	RAN (1946), LABUAN (1948); sold Japanese shipbreaker 14/11/55, left Australia in tow for Hikari 10/12/56 for scrapping.
L.3502	LST.3502	-do-	-do-	4. 4.44	31. 8.44	16. 5.45	RHN STRYMON (1947); sold Italian shipbreaker 3/7/62, arrived La Spezia 10/7/62 for scrapping.
L.3503	LST.3503	-do-	-do-	44	12.10.44	5. 5.45	RHN ACHELOOS (1947); sold Italian shipbreaker 16/11/71, arrived La Spezia .././71 for scrapping.

L.3504	LST.3504	-do-	-do-	44	3.11.44	25. 5.45	PURSUER (ii) (1947), mercantile <i>Empire Tern</i> (1956); scrapped 1969.
L.3505	LST.3505	-do-	-do-	44	23.11.44	20. 6.45	RAVAGER (1947); sold Cantieri Navali de le Grazil ..../61, left UK in tow for Italy 19/6/61 for scrapping.
L.3506	LST.3506	-do-	-do-	44	2.12.44	25. 7.45	RHN PINIOS (1947); sold Greek shipbreaker 28/2/72, arrived Piraeus ..../72 for scrapping.
L.3507	LST.3507	Davie Shipbuilding (Lauzon)	Canadian Pacific Railway (Montreal)	44	21.10.44	15. 5.45	Mercantile <i>Empire Gaelic</i> (1954), <i>Rjev</i> (1962); sold Van Heyghen Freres ..../60, arrived Ghent 12/8/60 for scrapping.
L.3508	LST.3508	-do-	-do-	44	30.10.44	7. 6.45	SEARCHER (ii) (1947); sold British shipbreaker ..../49, arrived Milford Haven 20/6/49 for scrapping.
L.3509	LST.3509	-do-	-do-	44	23.11.44	22. 6.45	RASC HUMPHREY GALE (1956); sold Italian shipbreaker ..../60, arrived Genoa 10/1/61 for scrapping.
L.3510	LST.3510	-do-	-do-	12. 6.44	28.11.44	17. 7.45	SLINGER (ii) (1947), mercantile <i>Empire Kittiwake</i> (1962); sold Singapore ..../68.
L.3511	LST.3511	-do-	-do-	44	29.11.44	14. 9.45	Completed Marine Industries (Sorel), REGGIO (1947); sold T W Ward ..../60, arrived Grays 12/8/60 for scrapping.
L.3512	LST.3512	-do-	-do-	26.10.44	25. 4.45	7. 8.45	Mercantile <i>Empire Celtic</i> (1954); sold Italian shipbreaker 10/8/62, arrived La Spezia 7/9/62 for scrapping.
L.3513	LST.3513	-do-	-do-	44	26. 4.45	31. 8.45	SALERNO (1947); sold Cantieri Navali de le Grazil 8/6/61, left UK in tow for Italy for scrapping.
L.3514	LST.3514	Yarrow (Esquimalt)	Dominion Engineering (Montreal)	20. 3.44	3.10.43	3. 4.45	SMITER (ii) (1947); broke tow & wrecked off Lagos 25/4/49 en route British shipbreaker, written-off as constructive total loss & scrapped in situ.
L.3515	LST.3515	-do-	Dominion Bridge (Montreal)	22. 2.44	16.12.44	5. 6.45	STALKER (ii) (1947); sold
L.3516	LST.3516	-do-	Dominion Bridge (Lachine)	44	15. 2.45	10. 7.45	STRIKER (ii) (1947); sold S Aquilar y Peria 8.12.70, left UK in tow for Valencia 15/1/71 for scrapping.
Ordered 19/1/44							
L.3037	LST.3037	Fairfield (Govan)	Rankin & Blackmore (Greenock)	12. 7.44	30. 1.45	31. 5.45	Army EVAN GIBB (1946); scrapped La Spezia 1963.
L.3038	LST.3038	-do-	Blairs (.....)	44	14. 3.45	27. 7.45	FIGHTER (ii) (1947), mercantile <i>Empire Grebe</i> (1956); sold Singapore ..../68.
Ordered 29/1/44							
L.3010	LST.3010	-do-	-do-	44	30. 9.44	5. 4.45	ATTACKER (ii) (1947), mercantile <i>Empire Cymric</i> (1954); sold Shipbreaking Industries ..../63, arrived Faslane 1/10/63 for scrapping.
L.3011	LST.3011	-do-	-do-	10. 8.44	12. 2.45	14. 8.45	AVENGER (ii) (1947), RIN MAGAR (1949); sold.
L.3012	LST.3012	-do-	-do-	44	12. 3.45	25. 9.45	LST(Q).1 (1945), BEN NEVIS (1947); sold T W Ward ..../65, arrived Faslane 12/3/65 for scrapping.
L.3013	LST.3013	-do-	-do-	14. 9.44	24. 4.45	24.11.45	LST(Q).2 (1945), BEN LOMOND (1947); sold T W Ward ..../60, arrived Grays 21/3/60 for scrapping.
L.3018	LST.3018	Hawthorn Leslie (Hebburn)	G Clark (Sunderland)	44	12. 6.45	.....	Cancelled ..../45, completed mercantile <i>Rio Minho</i> (1949), <i>Sao Pedro</i> (1955); sold
L.3041	LST.3041	Harland & Wolff (Govan)	G Fletcher (Derby)	44	31.10.44	6. 6.45	Mercantile <i>Empire Doric</i> (1954); sold Smith & Houston 12/1/60, arrived Port Glasgow 13/1/60 for scrapping.
L.3042	LST.3042	-do-	Lobnitz (Renfrew)	44	31. 1.45	16.11.45	HUNTER (ii) (1947), mercantile <i>Empire Curlew</i> (1956); scrapped Italy ..../62.
Ordered 2/2/44							
L.3005	LST.3005	-do-	.....	.....44	.....	.....	Scrapped on slip ..../45.
Ordered 7/2/44							
L.3043	LST.3043	Scotts (Greenock)	.....	.....44	27. 4.45	45	MESSINA (1947); sold Davies & Newman ..../80, arrived Vigo ..../80 for scrapping.
Ordered 8/2/44							
L.3039	LST.3039	Fairfield (Govan)	Rankin & Blackmore (Greenock)	44	27. 6.45	.....	Cancelled ..../45, completed mercantile <i>Rio Douro</i> (1951), <i>Sao Bernardo</i> (1957); sold
L.3040	LST.3040	Harland & Wolff (Belfast)	.....	.....44	22. 9.45	.....	Cancelled ..../45; sold T W Ward ..../48, arrived Hayle 17/1/49 for scrapping.
Ordered 26/2/44							
L.3044	LST.3044	Vickers-Armstrong (Barrow)	.....	14.12.44	29. 7.45	4. 4.46	NARVIK (1947); sold Belgian shipbreaker 1/12/71, arrived Antwerp ..../72 for scrapping.
L.3045	LST.3045	-do-	.....	.....45	24.10.45	.....	Cancelled ..../45; scrapped incomplete Barrow ..../11/45.
L.3517	LST.3517	Yarrow (Esquimalt)	Dominion Bridge (Lachine)	20.12.44	28. 4.45	8. 9.45	ST NAZAIRE (1947), mercantile <i>Empire Skua</i> (1956); sold Italian shipbreaker ..../67, arrived La Spezia 31/1/68 for scrapping.
Ordered 28/4/44							
L.3518	LST.3518	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	23.10.44	6. 4.45	9. 8.45	SULVA (1947); sold T W Ward 9/8/60, arrived Grays 8/9/60 for scrapping.
L.3519	LST.3519	-do-	-do-	44	20. 4.45	21. 9.45	Mercantile <i>Empire Baltic</i> (1956); sold Italian shipbreaker 3/7/62, arrived La Spezia 10/7/62 for scrapping.

L.3520	LST.3520	-do-	-do-	44	2. 5.45	25.10.45	THRUSTER (ii) (1947), mercantile <i>Empire Petrel</i> (1956); sold Singapore 1968.
L.3521	LST.3521	-do-	-do-	45	27. 7.45		Cancelled ../8/45; scuttled incomplete off Halifax ../2/46.
L.3522	LST.3522	Davie Shipbuilding (Lauzon)	Canadian Pacific Railway (Montreal)	45	9. 6.45	30. 9.45	TRACKER (ii) (1947); sold S Aquilar y Peria 8.12.70, arrived Valencia ../1/71 for scrapping.
L.3523	LST.3523	-do-	-do-	45	9. 7.45	10.45	TROUNCER (ii) (1947), mercantile <i>Empire Gull</i> (1956); scrapped Santander ../3/80.
L.3524	LST.3524	-do-	-do-	45	25. 7.45	6.11.45	TRUMPETER (ii) (1947), mercantile <i>Empire Fulmar</i> (1956); sold Singapore ../8/68.
L.3525	LST.3525	-do-	-do-	45	29. 8.45	13.11.45	WALCHEREN (1947), mercantile <i>Empire Guillemot</i> (1956); sold 1968.
L.3526	LST.3526	United Shipyards (Montreal)	Dominion Bridge (Montreal)	45	11. 8.45	.....	Cancelled ../8/45, completed mercantile barge <i>MIL.462</i> (1946); sold
L.3527	LST.3527	-do-	Canadian Vickers (Montreal)	45	11. 8.45	.....	Cancelled ../8/45, completed mercantile barge <i>MIL.464</i> (1946); sold
L.3528	LST.3528	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3529	LST.3529	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3530	LSY.3530	Marine Industries (Sorel)	.....	.....45	4. 7.45	.....	Cancelled ../8/45, completed mercantile barge <i>MIL.460</i> (1946); sold
L.3531	LST.3531	-do-	.....	.....45	5. 6.45	.....	Cancelled ../8/45, completed mercantile barge <i>MIL.461</i> (1946); sold
L.3532	LST.3532	-do-	.....	.....45	19. 5.45	3.11.45	ZEEBRUGGE (1947); sold Astland Shipping 16/12/74, arrived Gijon ../../75 for scrapping.
L.3533	LST.3533	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3534	LST.3534	Yarrow (Esquimalt)	Dominion Bridge (Lachine)	45	23. 6.45	25.10.45	Mercantile <i>Empire Cedric</i> (1954); sold Van Heyghen Freres 12/8/60, arrived Ghent 16/9/60 for scrapping.
L.3535	LST.3535	-do-	.....	.....	.....	.....	Cancelled ../8/45.
Ordered 29/7/44							
L.3536	LST.3536	Canadian Vickers (Montreal)	Canadian Vickers (Montreal)	45	.....	.....	Cancelled ../8/45 & scrapped on slip.
L.3537	LST.3537	-do-	-do-	45	11. 8.45	.....	Cancelled ../8/45, completed mercantile barge <i>MIL.463</i> (1946); sold
L.3540	LST.3540	(Canada)	.....	.....	.....	.....	Cancelled ../8/45.
L.3544	LST.3544	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3545	LST.3545	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3548	LST.3548	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3549	LST.3549	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3550	LST.3550	-do-	.....	.....	.....	.....	Cancelled ../3/45.
L.3551	LST.3551	-do-	.....	.....	.....	.....	Cancelled ../3/45.
L.3532	LST.3532	-do-	.....	.....	.....	.....	Cancelled ../3/45.
L.3553	LST.3553	-do-	.....	.....	.....	.....	Cancelled ../8/45.
Ordered 5/9/44							
L.3538	LST.3538	(Canada)	.....	.....	.....	.....	Cancelled ../8/45.
L.3539	LST.3539	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3541	LST.3541	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3542	LST.3542	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3546	LST.3546	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3547	LST.3547	-do-	.....	.....	.....	.....	Cancelled ../8/45.
Ordered 18/1/45							
L.3543	LST.3543	(Canada)	.....	.....	.....	.....	Cancelled ../8/45.
L.3554	LST.3554	-do-	.....	.....	.....	.....	Cancelled ../8/45.
Ordered 3/3/45							
L.3555	LST.3555	(Canada)	.....	.....	.....	.....	Cancelled ../8/45
L.3556	LST.3556	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3557	LST.3557	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3558	LST.3558	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3559	LST.3559	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3560	LST.3560	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3561	LST.3561	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3562	LST.3562	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3563	LST.3563	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3564	LST.3564	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3565	LST.3565	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3566	LST.3566	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3567	LST.3567	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3568	LST.3568	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3569	LST.3569	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3570	LST.3570	-do-	.....	.....	.....	.....	Cancelled ../8/45.
L.3571	LST.3571	-do-	.....	.....	.....	.....	Cancelled ../8/45.

L.3572	LST.3572	-do-	.....	.....	.....	.....	Cancelled ..8/45.
L.3573	LST.3573	-do-	.....	.....	.....	.....	Cancelled ..8/45.
L.3574	LST.3574	-do-	.....	.....	.....	.....	Cancelled ..8/45.
Ordered ..../44							
AV.27- 67	CRUSADER	Melbourne Harbour Trust*	C Ruwolt (Mel- bourne)	.....	22. 8.45	46	Australian Army; sold

*Sections supplied by Australian Iron & Steel (.....) and Metropolitan Gas Board (.....).

Landing Craft Tank (LCT)

The LCTs were a natural upward development from the LCMs. Whereas the latter had to be transported to the beach area, and could only carry a single tank, the scheme envisaged with the LCTs was a craft able to make an open sea passage, and carry three of the heaviest (40 tons) tanks then contemplated.

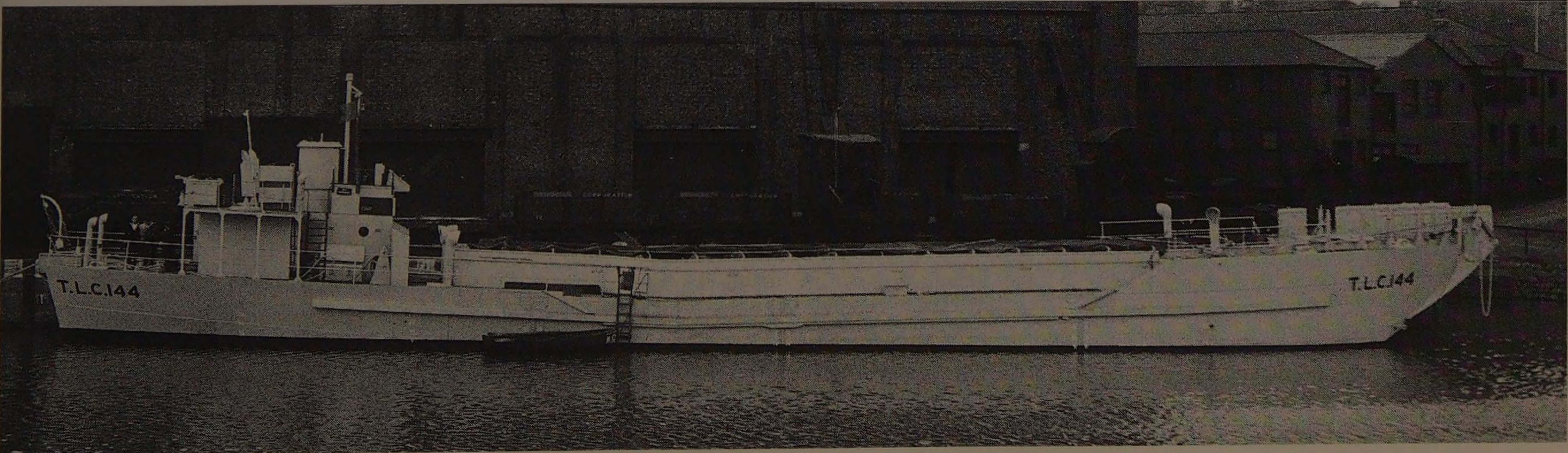
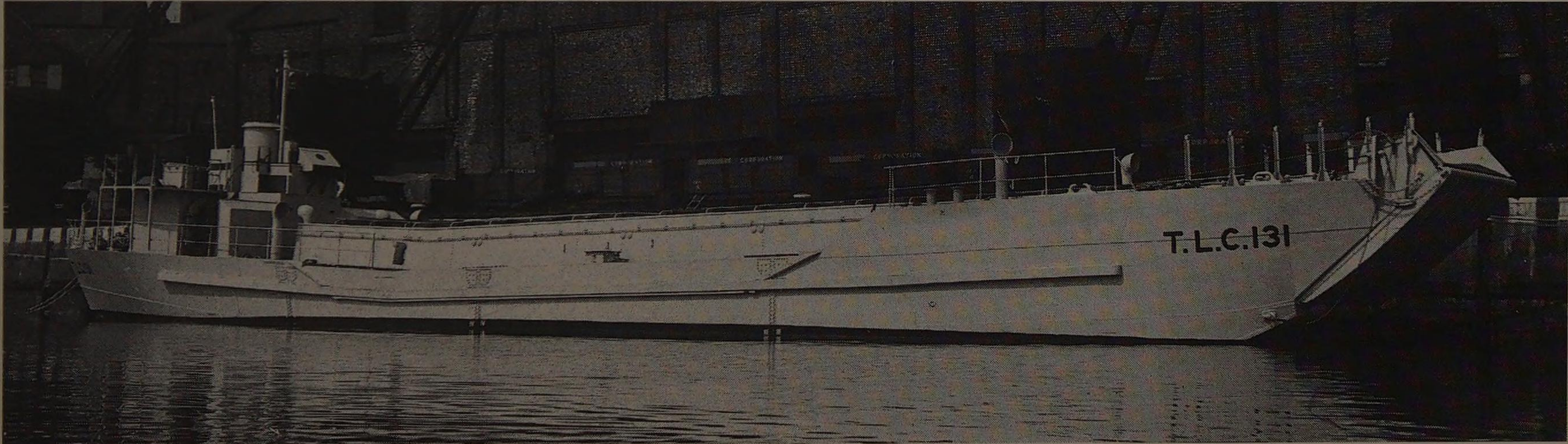
The LCT(1)s were built in traditional shipyards, and set the pattern for future construction. They had a long open tank deck amidships over a hull of cellular construction, with severely angled end sections. A hinged ramp was fitted forward; and the bridge, accommodation, and engine room were arranged aft. The tank deck was closed by doors forward, but was only covered by tarpaulins spread over steel bar supports. The tanks embarked were otherwise protected from the weather by a deep side, also of cellular construction, topped by a bulwark; and these wing compartments were used for petrol stowage, stores, and bathrooms. Aft there was an armoured wheelhouse, over which was placed an open bridge; and abaft this the deck was extended to the ship's side to mount a single 2pdr AA gun in each wing. As their shallow draught made them difficult to manoeuvre they were given twin screws and

twin rudders, but were frequently prone not to respond to normal helm and engine orders. They had to be handled with a heavy hand, and leeway was best applied in multiples of 25deg. If required, they could be dismantled into four sections for trans-shipment as deck cargo; and some were actually not fully assembled until they arrived at their destination.

The LCT(2)s were generally similar; but were given a slightly increased beam to enable a second row of light tanks to be stowed, and three screws more to maintain—rather than increase—speed in adverse weather conditions. With this group the first orders started to be spread among the structural steel firms to release the traditional shipbuilders for other essential work which only they could undertake. The later units of this class were also fitted with only two diesel instead of three petrol engines, which reduced the fire risk, and aided performance. Shipyards which were shut down during the 1930/31 depression were re-opened in order to erect the LCTs from pre-cut and shaped sections received from the structural steel firms; and as the latter's output began to outstrip the facilities of the former sections were despatched to any small yard—including ship repairers—that could undertake the work.

Demands for increased deadweight resulted in the LCT(3)s, which again reverted to twin screws for simplified construction; and they had a 32ft section added amidships. This increased the number of sections to five when

Below: *LCT(2).131* (below) and *144* (bottom) on completion in 1941, and before the American system of type designation was adopted by the Royal Navy. (Stockton Construction)



dismantled for trans-shipment. The prototype was obtained by adding this extra section to LCT(1).28 then building, and the increased length proved quite satisfactory. Most of the first group were built by the structural steel firms and the smaller shipyards; but later in the war a second group again reverted to traditional shipbuilders to speed production for the forthcoming European invasion. Oddly, while the first group were powered by diesel engines, petrol engines were reintroduced for the second group.

A need for even more, and larger, craft produced the LCT(5); and their construction was given over entirely to the structural steel firms with the design modified, as requisite, to suit their facilities. A flimsier form of construction was adopted, the beam was further increased so that two heavy tanks could be stowed abreast, and all armament and armour were sacrificed. Although satisfactory from a purely functional view, they were later armed—with two 20mm AA (2×1) guns—and strengthened by having the flat plate bulwark changed to a box section: additions which raised their full load displacement to 611 tons.

One of the original LCT conceptions, that of being able to make an open sea passage, was dropped by the LCT(5) which was only intended to operate between ship and shore, and was of reduced size. This reduction in size was only resorted to in order to speed production; and the design was prepared concurrently with that for LST(2)s, whose specifications included one that they could carry a completed LCT(5) on deck. For trans-shipment as deck cargo the LCT(5)s were built in three sections; and a large number were delivered in this way from the U.S.A., where they were all built, and then joined together when put afloat in the U.K.

From the LCT(5) the United States Navy developed the LCT(6), which was ramped at either end to facilitate loading from an LST, and discharging on the beach. The LCT(7) also adopted the double-ended arrangement, but with more ship-shape lines to improve seaworthiness and speed.

The final stage was reached with the LCT(8)s, which were specially designed to meet operational requirements in the Far East; and with them LCTs passed from sea-going to fully ocean-going craft. Although the tank deck still remained open it was enclosed forward by a considerably heightened bow section fitted with a power-operated ramp and bow doors. The poop was lengthened to provide more engine room and accommodation space, and the after superstructure was correspondingly enlarged. The engine power was doubled by installing two diesel engines in tandem on each shaft line, and the speed increased to 12½ knots. Troop accommodation was also provided for the embarked tank crews, and there was little doubt of the ability of these craft to make prolonged sea passages safely.

Like so many Far Eastern projects their construction was arrested by the sudden end of hostilities, when only a very few had been completed, and



none served operationally. Compared with the ruggedly simple LCT(1)s the LCT(8)s were more complicated to build, but sacrificed nothing in strength, as they still adhered to the cellular form for bottom and sides which had served the earlier craft so well. The improved amenities for the crew were criticised in some quarters but, perhaps, overlooked the point that with the earlier LCTs combined operations had been mainly confined to the Mediterranean and North European areas, where the amenities that did not exist aboard could be found ashore. For the contemplated Far Eastern theatre there were no shore amenities, and the crew would, perforce, be compelled to live aboard. Perhaps the fairer comparison would be that the LCT(8)s were not over elaborate in their amenities for the crew, but that the crew amenities provided in earlier LCTs were plainly primitive.

Such versatile craft as LCTs naturally lent themselves to adaptation for other duties. The LCT(2)/3/(4)s were converted into landing craft flak/LCF, landing craft gun (large)/LCG(L), and landing craft tank (rocket)/LCT(R); while others were fitted to carry locomotives and rolling stock, as hospital carriers, for emergency repair work, for clearing harbour obstructions, as floating generator stations with an output of 2,000kW, and as salvage craft when rigged with a 50-ton sheerlegs.

X lighters: (first group) Nos. *21, 36, *40, *45, 64, MOILER (ex-75), 76, WINKLE (ex-77), COCKLE (ex-78), *95, *120, *127, *FLAGON (ex-128), *131, *134, *140, *147, *149, *162, 180, *182. (second group) 201, 206, 207, 209, 213, 216/219, 223/225.

These were the survivors of a class of 225 units built during the First World War for putting troops and equipment ashore at the Dardanelles, and were early examples of specialised ramped landing craft. Depending on the availability of diesel engines at the time of their construction in 1915/16 they were powered by a variety of types driving one or two shafts with a total output of 50/80 BHP; but from X.201 up this was standardised as two shafts totalling 160 BHP. For no apparent reason the second series, from X.201 up, were marginally smaller than the first series.

Between 1919/21 some 60 units were adapted for Dockyard service, mainly as oil/water carriers; while four craft—the X.134, X.140, X.147, X.180, X.216, and X.224—were converted to cable layers in 1940, together with the requisitioned *Plymouth Trader*. In an exact reversal of their original designed role some units participated in the Dunkerque evacuation; and by the 1990s at least seven mercantile and one houseboat conversions were still serving.

Displacement: 137 tons (160 tons full load) except second group tons (137 tons full load).

Dimensions: 98 (pp)/107½ × 21 × 7½d/3 (.. full load) feet except second group (pp)/99 (oa) × 20 × 7d/3 (... full load) feet.

Machinery: Two except * one shafts, Bolinder 2cyl (bore 330mm × 335mm stroke) diesel engine(s) BHP50/80 = 6 knots except second group BHP 160 = 7½ knots.

Bunkers & endurance: O.F. ... tons,nm @ ..k.

Armament: One .303in AA machine gun.

Complement: 4/6.

Landing craft tank (Mark 1): Nos. 1/99.

Displacement: 226 tons (372 tons full load).

Dimensions: 135 (pp)/151¼ (oa) × 28 × 8½d/... (3F/5¾A full load) feet.

Machinery: Two shafts, Hall-Scott 6cyl 3368/3369 (bore 5¼in × 7in stroke) petrol engines BHP 1,000 = 10 knots.

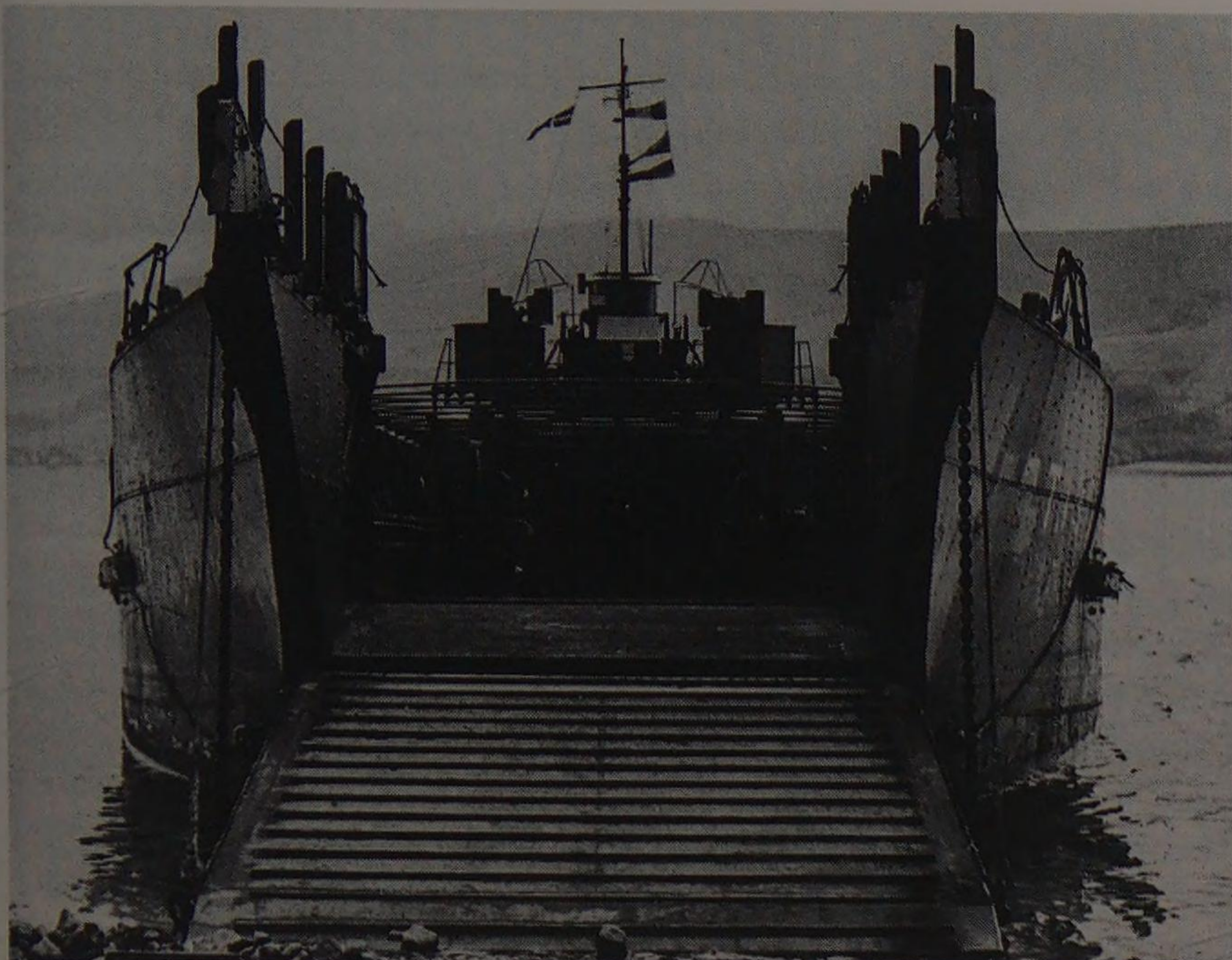
Bunkers & endurance: Petrol gallons, 900nm @ 10k.

Protection: Conning position ¼in, bridge & gun tubs 2½in plastic.

Armament: Two 2pdr AA (2×1) guns, three 40-ton or six 20-ton tanks.

Complement: 12.

Left, upper and lower: Two unidentified LCT(2)s. (IWM)



Above left: Bow view of an LCT(2) clearly showing 20mm AA gun on each wing of the bridge. (IWM)

Above right: Bow view of an LCT(3) clearly showing 2pdr AA gun on each wing of the bridge. (IWM)



Armament: Two 20mm AA (2×1) guns, six 40-ton or nine 30-ton tanks or twelve 3-ton lorries.

Complement: 12 + 36 (troops).

Landing craft tank (Mark 2): Nos. 100/299.

Displacement: 296 tons (453 tons full load).

Dimensions: 143 (pp)/160 (oa) × 30 × 8½d/2F/5A (3¾F/7A full load) feet.

Machinery: Three shafts, Napier Sealion ..cyl (bore ...in × ...in stroke) BHP 1,050 = 10½ knots (earlier craft) or two/three shafts, Davey Paxman 12cyl (bore 7in × 7¾in stroke) BHP 920/1,380 = 9½/11 knots (later craft).

Bunkers & endurance: Petrol gallons, 1,000nm @ 10½k (earlier craft) or O.F. gallons, 2,300/1,350nm @ 9½/11k (later craft).

Protection: Conning position ¼in, bridge & gun tubs 2½in plastic.

Armament: Two 2pdr/20mm AA (2×1) guns, three 40-ton or seven 20-ton tanks.

Complement: 12.

Landing craft tank (Mark 3): First series Nos. 300/499, second series 7001/7150.

Displacement: 350 tons (640 first series/625 second series tons full load).

Dimensions: 175 (pp)/190¾ (oa) × 31 × 8¾d/1¾F/5¼A (3½F/6¾A full load) feet.

Machinery: Two shafts, first series Davey Paxman 12cyl (bore 7in × 7¾in stroke) BHP 920 = 10½ knots, second series Stirling ...cyl (bore ...in × ...in stroke) petrol engines BHP 2,000 = 11½ knots.

Bunkers & endurance: O.F. 24 tons, 2,700/1,900nm @ 9/10½k or petrol gallons,nm @ ...k.

Protection: Conning position & gun tubs ¼in, 2½in plastic bridge.

Armament: Two 2pdr/20mm AA (2×1) guns, five 40-ton or eleven 30-ton tanks or ten 3-ton lorries.

Complement: 12.

Landing craft tank (Mark 4): Nos. 500/1364.

Displacement: 200 tons (586 tons full load).

Dimensions: 171 (pp)/187¼ (oa) × 38¾ × 7½d/1F/3¾A (3F/4¼A full load) feet.

Machinery: Two shafts, Davey Paxman 12cyl (bore 7in × 7¾in stroke) BHP 920 = 10 knots.

Bunkers & endurance: O.F. gallons, 1,100/500nm @ 8/9½k.

Protection: Conning position, bridge & gun tubs ¼in.

Landing craft tank (Mark 5): Nos. 2002, 2004/2006, 2008/2014, 2037/2057, 2073/2079, 2119/2124, 2130/2131, 2138, 2150, 2186/2194, 2225/2236, 2238/2240, 2243, 2246, 2261/2267, 2269/2270, 2272/2273, 2275, 2281/2287, 2289, 2291/2292, 2295/2297, 2301/2304, 2306/2310, 2312/2313, 2331, 2334/2339, 2341, 2343/2345, 2361, 2363, 2398/2399, 2402, 2420/2430, 2432/2433, 2435/2442, 2444/2445, 2450, 2453/2455, 2461, 2477/2280, 2483/2485, 2487/2488, 2490/2491, 2498/2500.

Five units were lengthened by the addition of a 40ft section, and could stow five 40-ton tanks or fifteen 3-ton lorries. There was a corresponding rise of the full load displacement to 335 tons, but the draught remained unchanged.

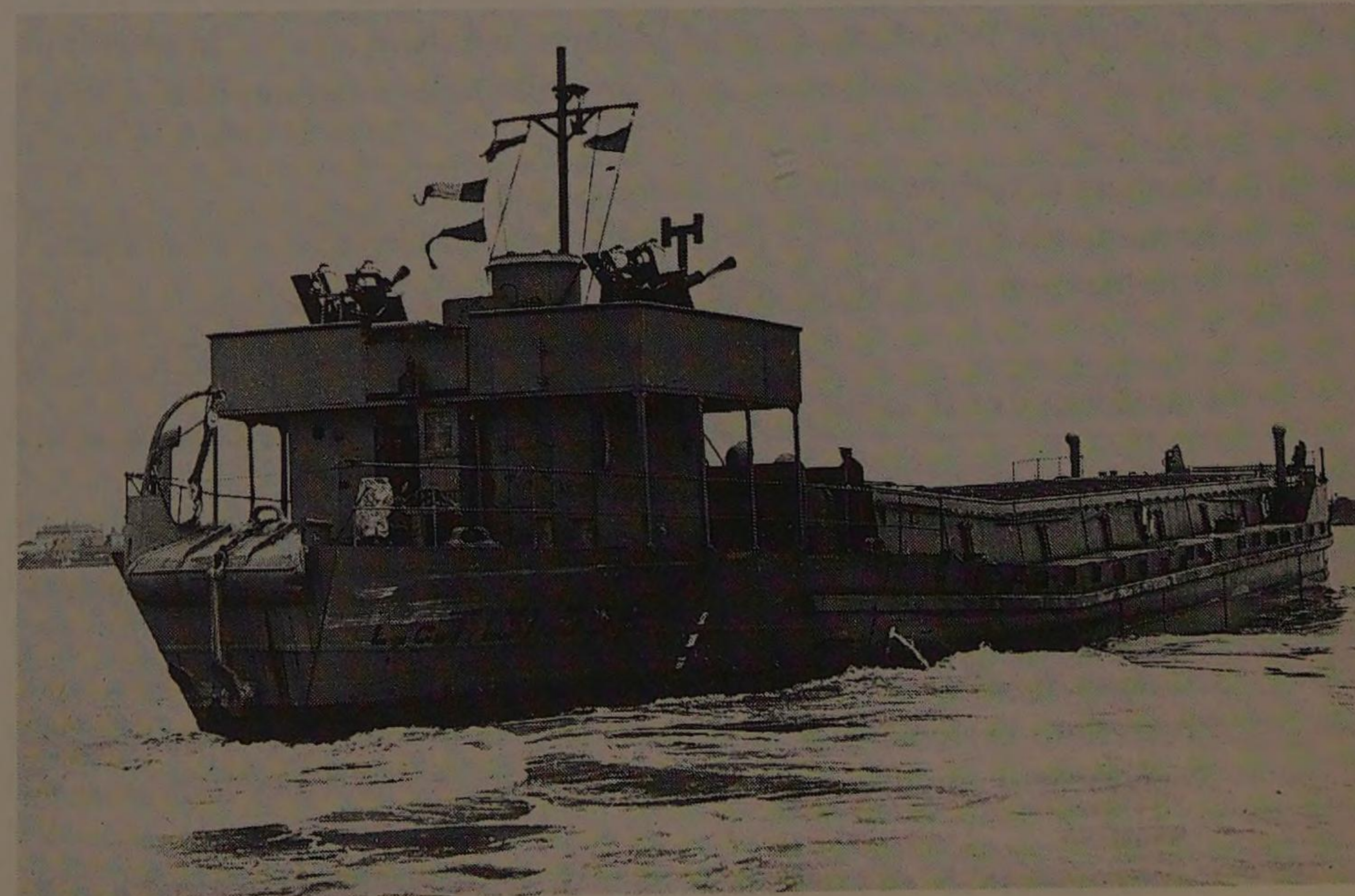
Displacement: 134 tons (286 tons full load).

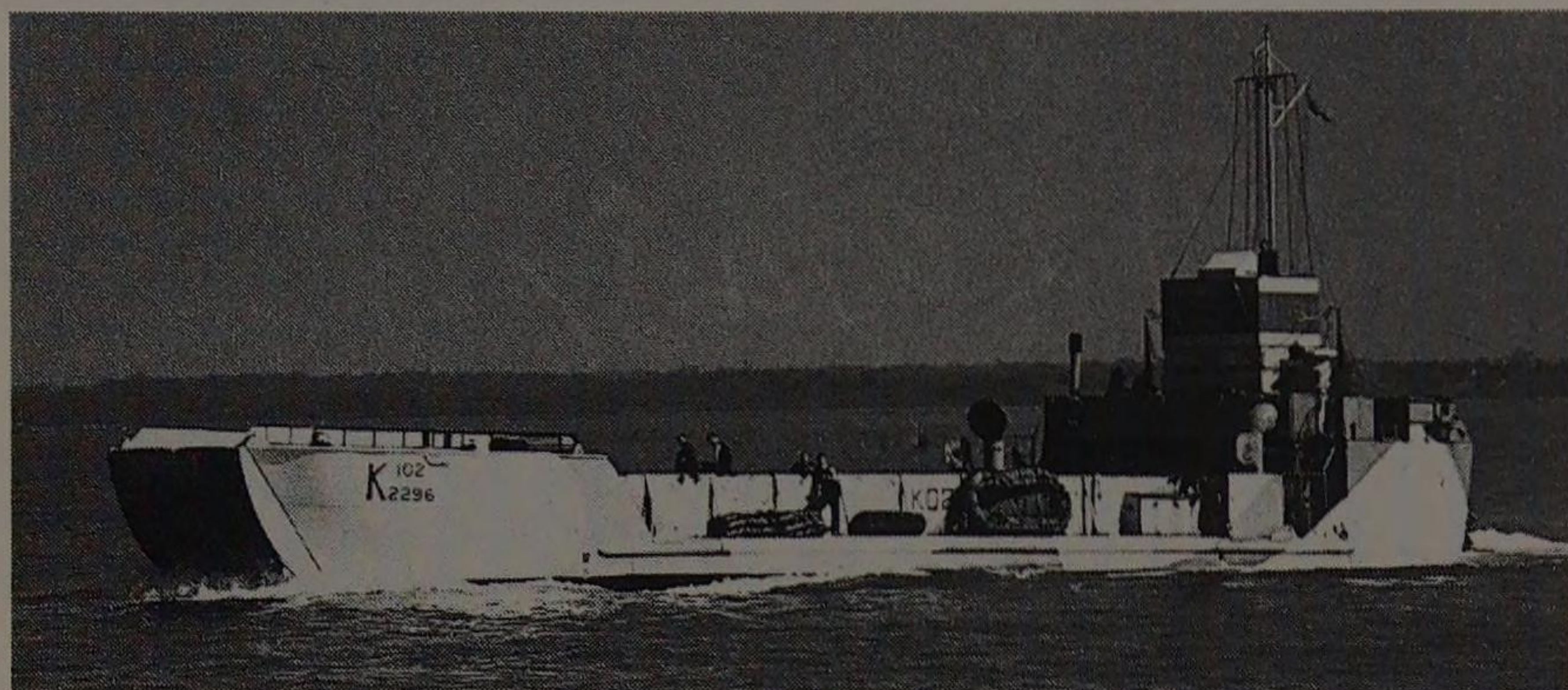
Dimensions: 112¼ (pp)/114¼ × 32 × ...d/¼F/3A (2¾F/4¼A full load) feet.

Machinery: Three shafts, Gray 6cyl (bore 4¼in × 5½in stroke) diesel engines BHP 675 = 8 knots.

Bunkers & endurance: O.F. 11 tons, 1,200nm @ 7k.

Below: A 2pdr AA gun was mounted on each bridge wing of LCT(3).398. (IWM)





Top: A 20mm AA gun was added on each side of the poop deck abreast the funnel on *LCT(4).1319*. (IWM)

Above: In order to speed production and meet numerical requirements the *LCT(5)* was reduced in size, as illustrated by *No. 2296*; and a design feature was that it could be transported in three sections. It was armed with a 20mm AA gun on each side at the fore end of the poop deck. (IWM)

Protection: Conning position 2½in plastic, gun tubs 2in plastic.

Armament: Two 20mm AA (2×1) guns, three 50-ton or four 40-ton or five 30-ton tanks or nine 3-ton lorries.

Complement: 11.

Landing craft tank (Mark 6): Nos. 2627, 2628.

Displacement: 143 tons (309 tons full load).

Dimensions: 112¼ (pp)/119 (oa) × 32 ...d/½F/3¼A (3½F/4A full load) feet.

Machinery: Three shafts, Gray 6cyl (bore 4¼in × 5½in stroke) BHP 675 = 8 knots.

Bunkers & endurance: O.F. 11 tons, 1,200nm @ 7k.

Protection: Conning position ½in, gun tubs ¼in.

Armament: Two 20mm AA (2×1) guns, three 50-ton or four 40-ton or five 30-ton tanks or nine 3-ton lorries.

Complement: 13 + 8 (troops).

Landing craft tank (Mark 7):

Displacement: 513 tons (900 tons full load).

Dimensions: 190 (pp)/203½ (oa) × 34½ × ...d/... (3½F/7A full load) feet.

Machinery: Two shafts, General Motors ...cyl (bore ...in × ...in stroke) or Fairbanks Morse ...cyl (bore ...in × ...in stroke) diesel engines BHP 2,800 = 13½ knots.

Bunkers & endurance: O.F. tons,nm @ ..k.

Armament: Six 20mm AA (6×1) guns, three 40-ton or five 30-ton tanks.

Complement: 52 + 54 (troops).

Landing craft tank (Mark 8): Nos. 4001/4187.

Displacement: 657 tons (895 tons full load).

Dimensions: 225 (pp)/231¼ (oa) × 39 × 14½d/... (4¾F/5¼A full load) feet.

Machinery: Two shafts, Davey Paxman 12cyl (bore 7in × 7¾in stroke) diesel engines (two/shaft) BHP 1,840 = 12½ knots.

Bunkers & endurance: O.F. 80 tons, 2,500nm @ 10k.

Protection: Bridge & gun tubs ¼in.

Armament: Four 20mm AA (4×1) guns, eight 30-ton tanks or thirteen 3-ton lorries.

Complement: 25 + 48 (troops).

“Z” lighters: Nos. 1/60.

Adapted from RASC “A” lighters these craft were not for operational use, but were employed for ship-to-shore service for tanks, armoured fighting vehicles, motor transports, etc. in harbours and anchorages. They were all pre-fabricated in India, were re-assembled in the Suez Canal area, and were powered pontoons fitted with a bow ramp. Thirty units—re-numbered ZZ.1/30—were converted into estuarial minesweepers in 1944 (q.v). They were built by Alcock Ashdown (Bombay) eight units, Burn (Calcutta) eight units all completed by Hooghly Docking, Garden Reach (Calcutta) fourteen units, Hooghly Docking (Howrah) four units, Indian General Navigation (Calcutta) eleven units, Mohatta (Karachi) four units, Port Engineering Works (Calcutta) two units, Richardson Crudas (Bomaby) six units, and Shalimar (Calcutta) three units.

Displacement: 360 tons (455 tons full load).

Dimensions: 134 (pp)/145 (oa) × 30 × ..d/... (2¼F/4A full load) feet.

Machinery: Two shafts, Gray ..cyl (bore ..in × ..in stroke) diesel engines BHP 200 (earlier craft)/240 (later craft) = 7½ knots.

Bunkers & endurance: O.F. gallons, 236nm @ ..k.

Armament: Nil guns, six 15-ton tanks or nine 3-ton lorries or 95 tons water.

Complement: 7.

LCT(1) conversions

Dimensions 135 (pp)/151¼ (oa) × 29 ×d/5¾ feet

LCT(2) conversions

Dimensions 143 (pp)/160 (oa) × 31 ×d/7 feet

Mercantile name (date changed)/**Builder** (Country of build if not known)/**Date completed/Main engine** (R/E re-engined):

FERJAN I (19..) (England) 1942 2 × Davey Paxman

FERJAN II (19..) (England) 1942 2 × Davey Paxman

FIORA (19..) = FIUME FIORA (1954) 1943 R/E 2 × 6cyl Deutz

MARTA (19..) = FIUME MARTA (1954) 1942 2 × Davey Paxman

12cyl 7in × 7¾in

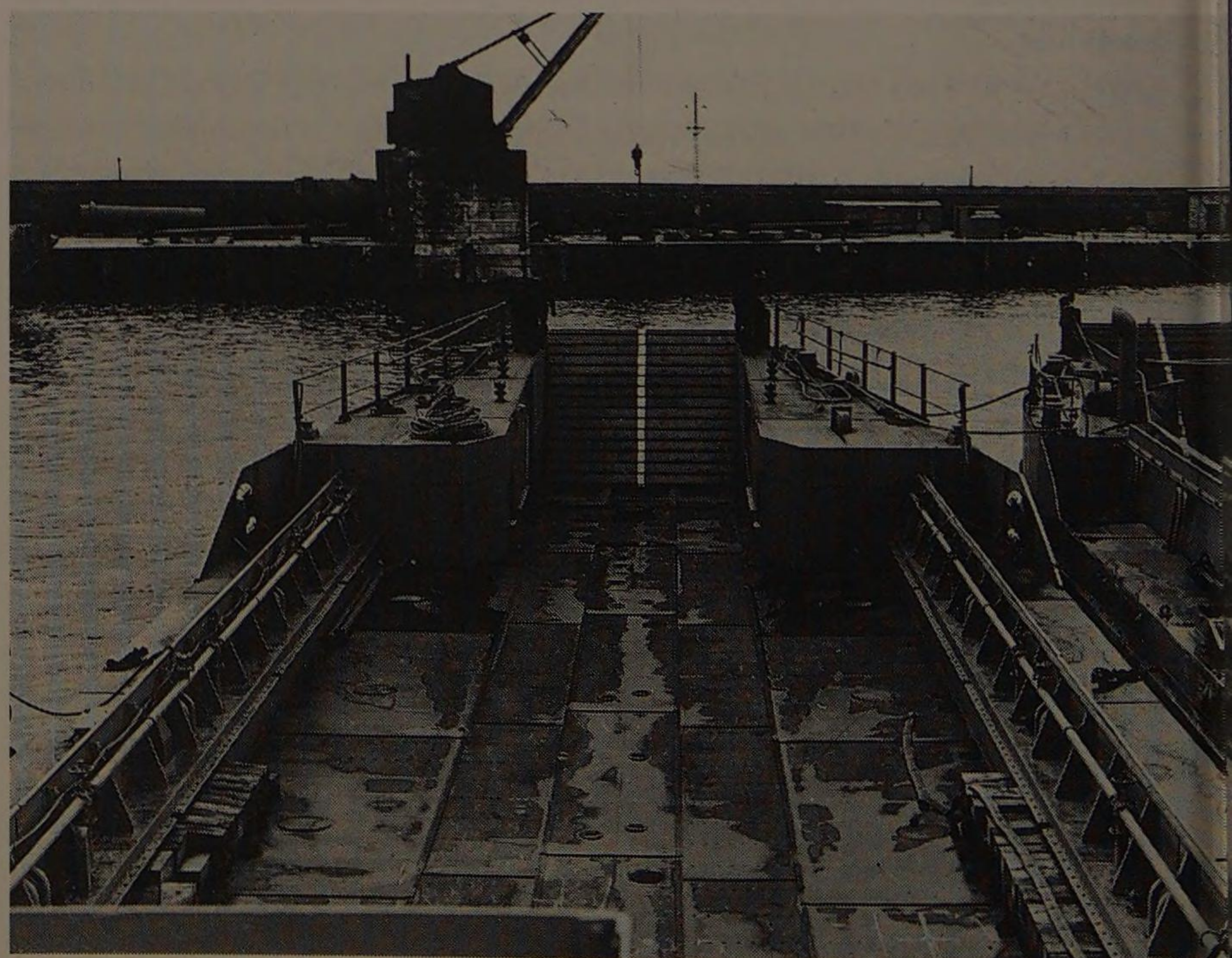
MOUMTAZA (1947) Everard 1943 2 × Davey Paxman 12cyl 7in × 7¾in

BHP 1,000

MARVIC (1949) = STEVEN (1954) 19.. 2 × Davey Paxman 12cyl

7in × 7¾in BHP 550

Below: Looking forward along the tank deck of an *LCT(4)*. (IWM)



LCT(3) conversions

Dimensions 175 (pp)/190¾ (oa) × 31 ×d/7 feet

ANIENE (1947) (Canada?) 1943 2 × Richard Paxman 12cyl 7in × 8in?
KITTY (1948) = ARIENOLDUS (1954) Redpath Brown 1943 2 × Davey Paxman 12cyl 7in × 7¾in
ARRAN (1950) (Glasgow) 1944 2 × Davey Paxman 6cyl 7in × 7¾in
BEAMER (19..) VA Barrow 1944 2 × Davey Paxman 12cyl 7in × 7¾in
BILLITON I (1947) 1943 2 × Davey Paxman 12cyl 7in × 7¾in
BILLITON II (1947) 1943 2 × Davey Paxman 12cyl 7in × 7¾in
FIUMICINO (19..) = BONACCIA (1954) 1943 2 × Richard Paxman 12cyl 7in × 7½in?
REGIE (1949) = BJORNHAUG (1949) = GAME (1951) = CARLO CASALE (1954) (Scotland) 1944 2 × Davey Paxman 12cyl 7in × 7¾in
ENRICA (19..) = CIVITAVECCHIA (19..) = C.14 (1954) 1943 2 × Richard Paxman 12cyl 7in × 7¾in
ARNOY (1949) = CORINTO (1951) 1944 R/E
HAI SING (19..) (UK) 1943 2 × Davey Paxman 12cyl 7in × 7¾in
JAGONIA (19..) Findlay 1944 2 × Davey Paxman 6cyl 7in × 7¾in
JESOURA (1948) 1943 2 × Davey Paxman 12cyl 7in × 7¾in
LAM SAN (19..) 19.. 2 × Davey Paxman 12cyl 7in × 7¾in
WALTER (1951) = LIBERIA (1951) J Brown 1944 2 × Davey Paxman 6cyl MARMOT (19..)
STIENTJE MENSINGHA (1949) = MICHIGAN (1954) 19.. R/E Bolnes 7cyl
MINK (19..)
MOBY DICK (1948) Redpath Brown 1942 lengthened R/E Deutz 8cyl
SOON HONG (19..) = NAM GUAN (1947) (UK) 19.. 2 × Davey Paxman 12cyl 7in × 7¾in
NEL BRUYNZEEL (1947) (UK) 1943 2 × Davey Paxman 12cyl 7in × 7¾in
NERA (1947) = TELFA (1954) (Canada?) 1943 2 × Richard Paxman 12cyl 7in × 8in?
NESTARE (1948) 1943 2 × Richard Paxman 12cyl 7in × 8in?
ORCA (1949) = NIGERIA (1951) 19.. R/E MAN 6cyl
NORWHALE (19..) Redpath Brown 1943 2 × Davey Paxman 12cyl 7in × 7¾in
PANNY (1949) Tees-Side Bridge 1942 R/E Fairbanks Morse 6cyl
RANKINE (19..) 1942 2 × Davey Paxman 12cyl 7in × 7¾in
MARSDIEP (1948) = VLIESTROOM (1951) = SANTA LUIZA (1952) Motherwell 1944 2 × Davey Paxman 12cyl 7in × 7¾in
LAM HAI (19..) = TONG LEONG (1954) 19.. 2 × Davey Paxman 12cyl 7in × 7¾in
SEGUNDO (1947) = TOPMAST 16 (195.) Whessoe 1943 2 × Davey Paxman 12cyl 7in × 7¾in BHP 1,000
STJERNOY (19..) 19..
TEVERE (1947) (Canada?) 1943 2 × Richard Paxman 12cyl 7in × 8in
TUNG HUA (19..) = TONG HOA (1950) 19.. 2 × Davey Paxman 12cyl 7in × 7¾in
EASTERNER (19..) = TONG HONG (1950) 19.. 2 × Davey Paxman 12cyl 7in × 7¾in
TONG SAN (19..) 19.. 2 × Davey Paxman 12cyl 7in × 7¾in
WEWAK (19..) Redpath Brown 1944 R/E 4 × General Motors 6cyl
WRANGLER (19..) Redpath Brown 1944 2 × Davey Paxman 12cyl 7in × 7¾in

LCT(4) conversions

Dimensions 171 (pp)/187¼ (oa) × 38¾ × ...d/4¼ feet

ABU KERKAS (19..) Stockton 1944 1 × Davey Paxman 24cyl 7in × 7¾in?
ACAJACE (1948) (GB) 1944 2 × Davey Paxman 12cyl 7in × 7¾in
ADULIS (1947) 1942/3 2 × Davey Paxman 12cyl 7in × 7¾in

HALVA (19..) = AFRI (1948) Stockton 1942 2 × Davey Paxman 12cyl 7in × 7¾in
BAHR NAGASH (1947) Findlay 1943 2 × Davey Paxman 12cyl 7in × 7¾in
BONNIE PRINCE CHARLIE (1950) MacLellan 1942 2 × Davey Paxman 12cyl 7in × 7¾in
CAUVILLE (19..) (GB) 1944 2 × Davey Paxman 12cyl 6in × 7½in?
ESSO V (1948) Fleming & Ferguson 1945 2 × Davey Paxman 12cyl 7in × 7¾in
FONCILLON (1947) Lagan (1947) 2 × Davey Paxman 12cyl 7in × 7¾in
GLENFINNAN (19..) MacLellan 1942 2 × Davey Paxman 12cyl 7in × 7¾in
ARMANT (19..) = HAWAMDIA (1953) Stockton 1944 2 × Davey Paxman 12cyl 7in × 7¾in
KWOK HUNG (1947) = SAN GABRIEL (1949) = HALIMAH (1954) (UK) 1944 2 × Davey Paxman 12cyl 7in × 7¾in
FLORA MACDONALD (1950) = HEMELATA (1954) MacLellan 1942 2 × Davey Paxman 12cyl 7in × 7¾in
IAN SALVOR III (19..) Whessoe 1945 2 × Davey Paxman 12cyl 7in × 7¾in
KON OMBO (1946) Stockton 1944 2 × Davey Paxman 12cyl 7in × 7¾in
KONDJO (1947) 1944 2 × Davey Paxman 12cyl 7in × 7¾in
LA CATHERINE (19..) (UK) 1944 2 × Davey Paxman 12cyl 7in × 7¾in
LACRA (1949) Whessoe 19.. R/E 1 × de Schelde 6cyl
KWOK LUEN (19..) = SAN MANUEL (19..) = ISA 6 (1952) 1944 2 × Davey Paxman 6cyl 7in × 7¾in?
ARMATOR (19..) 1943 2 × Davey Paxman 6cyl 7in × 7¾in?
NAG HAMADI (1946) Stockton 1944 2 × Davey Paxman 12cyl 7in × 7¾in
NORRIS CASTLE (19..) 1942 2 × Davey Paxman 12cyl 7in × 7¾in
PETROL I (19..) (UK) 1943 ? × Davey Paxman 6cyl 7in × 7¾in?
PETROL II (19..) (UK) 19.. ? × Davey Paxman 6cyl 7in × 7¾in?
MIL 51 (1947) = PETROL III (1950) (England) 1944 R/E ? × Davey Paxman 6cyl 7in × 7¾in?
ERISKAY (1950) = PRADIPAR (1954) MacLellan 1942 2 × Davey Paxman 12cyl 7in × 7½in?
REINOYSUND (19..) Green & Silley Weir 1945
SANAGU (1947) 1944 2 × Davey Paxman 12cyl 7in × 7¾in
SANTANA (19..) Motherwell Bridge 19.. 2 × Davey Paxman 12cyl 7in × 7¾in
SHELL N51 (19..) Denny 1945 2 × Davey Paxman 12cyl 7in × 7¾in
SOULAC (1947) Lagan 1944 2 × Davey Paxman 12cyl 7in × 7¾in
STEPHENSON (19..) 1942 2 × Davey Paxman 12cyl 7in × 7¾in
VARGAUND (19..) Badger 1944
YOUMBA (19..) Findlay 1944 2 × Davey Paxman 12cyl 7in × 7¾in

LCT(5) conversions

Dimensions 112¼ (pp)/117½ (oa) × 32¾ × ...d/4½ feet

LCT(6) conversions

Dimensions 112¼ (pp)/120 (oa) × 32¾ × ...d/4 feet

LCT(7) conversions

Dimensions 190 (pp)/203½ (oa) × 34½ × ...d/7 feet

FU CHING (1948) 1943 2 × Fairbanks Morse 10cyl 8in × 10in
HSIANG CHANG (1948) 1943 2 × Fairbanks Morse 10cyl 8in × 10in
HWA 204 (1946) (Houston) 1945 Dumb
HWA 205 (1946) (Houston) 1944 Dumb
HWA 206 (1946) (Houston) 1944 Dumb
HWA 207 (1946) (Houston) 1944 Dumb
HWA 208 (1946) (Houston) 1944 Dumb

LCT(8) conversions

Dimensions 225 (pp)/231¼ (oa) × 39 × 14d/5 feet

ADMA I (1988) Warrenpoint 19..
CITADEL (19..) = mercantile name unchanged (19..) Arrol 19..
DOT No.78 (19..) = RCN EIDER (1960) = mercantile name unchanged (19..) Arrol 19..
SALLYPORT (19..) = FAEDRA (1966)
GANNET (19..)
BRATTHEIM (1947) = HOCK HENG (1950) = HOCK HAI (1951) Stockton 1946 4 × Davey Paxman 12cyl 7in × 7¾in
JAWADA (19..) Redpath Brown 1946 4 × Davey Paxman 12cyl 7in × 7¾in
DOT No. 74 (19..) = RCN AUK (1961) = CORDIMEX (1971) = JOAO MARIA CONDE (1982) = JOAO CONDE & FILHOS (1984)
JACO (19..) Cleveland 1945 R/E General Motors 2 × 8cyl
RASC AACHEN (19..) = LILLIAN XXV (1976) = LILLIAN ONE (1985)
DOT No. 77 (19..) = RCN NANOOK (1961) = mercantile name unchanged (19..) Arrol 19..
BRATTOY (1947) = HOCK THAI (1950) = POO LENG (1951) Stockton 5/47 4 × Davey Paxman 12cyl 7in × 7¾in
PETRONAVE I (1946) Warrenpoint 7/46 (London) 4 × Davey Paxman 12cyl 7in × 7¾in & Renault
PUFFIN (19..)
RAMPART (19..) = RASC AKYAB (19..) = RAMPART (19..) = RAMPART II (19..) Arrol 19..
REDOUBT (19..) = DIMITRIS S (1966) = SAIED (1969)
AITANGA (1949) = RIO ESCONIDO (1950) Arrol 1945 R/E Norberg 2 × 8cyl
SANDMOOR (1948) Stockton 1944 R/E Whites Mar Eng 1 × VTE
SHEILA KAROON (19..) Findlay 19..
DOT No. 75 (19..) = RCN SKUA (1961) = mercantile name unchanged (19..) Arrol (19..)
TARAKAN (19..) = SUMBER TUNAS VI (1988)
TANGLIN (19..) = SUMBER TUNAS IV (1989) = SUMBER TUNAS VII (19..)
BUTTRESS (19..) = French Navy ISSOLE (1966) = Comoros Islands Navy
VILLE DE NIMACHOVA (1976)

LCG(M) conversions

Dimensions (pp)/154½ (oa) × 22¼ × 11d/6 feet

TROLLFJEL (1948) = ANGOLA (1954) 2 × Davey Paxman 12cyl 7in × 7¾in
BERTRAND (1949) (Glasgow) 1944 2 × Davey Paxman 6cyl 7in × 7¾in
GALLUS (19..) Tees-Side Bridge 1945 2 × Paxman Ricardo 12cyl
HJELMELANDSFJORD (1949) 1944 2 × Davey Paxman 12cyl 7in × 7¾in
HUREEN (1949) 1945 2 × Davey Paxman 12cyl 7in × 7¾in
MARIA STELLA (1949) = WESTERMARKT (1951) = ISIS (1954) 19.. 2 × Davey Paxman 12cyl 7in × 7¾in
OPO (1947) = JANET (51) Tees-Side Bridge 1945 2 × Davey Paxman 6cyl

LARSSSEN (1948) = KALYDON III (1950) Tees-Side Bridge 1944 2 × Davey Paxman 12cyl
Barge L.122 (1949) (Middlesbrough) 1942 Dumb
TROLLFJELL (1948) = ANGLEA (1954) (Middlesbrough) 1944 2 × Davey Paxman 6cyl 7in × 7¾in
SARK COAST (19..) = MADININA (1953) Tees-Side Bridge 1945 2 × Davey Paxman 12cyl
SIGNA II (1948) = ROBABA (1949) Arrol 1944 2 × Davey Paxman 12cyl
ROCHESTER QUEEN (19..) Stockton 1944 2 × Davey Paxman 12cyl
SAND (1953) (Middlesbrough) 1944 2 × Davey Paxman 12cyl
SAUDA (1950) Tees-Side Bridge (1944) 2 × Davey Paxman 12cyl
SECANS (1948) (England) 1945 2 × Davey Paxman 12cyl
HATRA (19..) = SILBERMOWE (19..) (Great Britain) 1952 R/E Deutz 4cyl
STANELCO (1947) Tees-Side 1944 2 × Davey Paxman 12cyl 7in × 7¾in
BHP 660
EIDANGERFJORD (1949) = STORESAND (1950) (England) 1945 2 × Davey Paxman 12cyl 7in × 7¾in BHP 660
SKULE JARL (19..) = SVAN (1947) (Thornaby) 1945 2 × Davey Paxman 12cyl 7in × 7¾in BHP 660
TIFLET (1942) 19.. 2 × Davey Paxman 12cyl 7in × 7¾in BHP 660
VESTFJORD (1949) = VENOSUND (1949) 1944 R/E Volund 2cyl
VICTORY (1949) (1944) 2 × Davey Paxman 12cyl 7in × 7¾in

X lighter conversions

AQUEDUCT ex-X....
ARRIPAY ex-Barrett, ex-X.... Eltringham (S Shields)/Bolinder R/E 1931 98.0 × 20.1 × 7.4d/.... tw.sc.
BETTY HUDSON ex-X.... Blyth/Skandia 2cyl R/E 1938 105.1 × 21.1 × 7.5d/....
BRADFIELD ex-X.... Short (Sunderland)/Crossley 3cyl R/E 1951 104.1 × 21.1 × 7.3d/.... tw. sc.
BRANRAM ex-X.67
FENCE ex-DX.... Sunderland Sbdg/Skandia 2cyl R/E 1938 ex-dumb 105.7 × 21.3 × 7.0d/.... tw. sc.
JAMES M ex-X.... Doxford (Sunderland) Bolinder 2cyl 13in × 13³/sin NHP 66 105.7 × 21.2 × 7.1d/....
LIFTMOOR ex-X....
MARGARET G ex-X....
NICHOLA G ex-X.81
PETER P ex-X.57
PETERBROUGH TRADER ex-Phyllis Hudson, ex-X.... Blyth/Skandia 2cyl R/E 1938 105.1 × 21.1 × 7.5d/....
RHINO II ex-X.218 ?
SHAWFORD ex-X.... Blyth/Deutz 3cyl R/E 1937 106.0 × 21.1 × 7.0d/....
SHEFFIELD ex-X.... Beardmore/Deutz 3cyl R/E 1938 106.0 × 21.0 × 7.4d/....
SPITHEAD ex-X.... Osbourne Graham (Sunderland)/Skania 4cyl R/E 1937
SWAY ex-X.... Eltringham (S Shields)/Plenty 1cyl 13in × 13½in NHP 30 105.1 × 21.3 × 7.0d/....

Name	Builder	Completed	Fate
Ordered ../2/15			
X.21	Craig Taylor (Stockton)	15	
X.36	Osbourne Graham (Sunderland)	15	
X.40	-do-	15	
X.45	-do-	15	
X.64	Sunderland Ship-building	15	
MOILER ex-X.75	Short (Sunderland)	15	
WINKLE ex-77	-do-	15	
COCKLE ex-78	-do-	15	

X.95	.....	.....15	X.206	G Brown (Greenock)	16
X.120	J L Thompson (Sunderland)	15	X.207	Craig Taylor (Stockton)	16
FLAGON	.....	.....15	X.209	.....	.....16
ex-X.128			X.213	.....	.....16
X.131	Cochrane (Selby)	15	X.216	Osbourne Graham (Sunderland)	16
X.134	-do-	15	X.217	-do-	16
X.140	Doxford (Sunderland)	15	X.218	.....	.....16
X.147	-do-	15	X.219	.....	.....16
X.149	-do-	15	X.223	.....	.....16
X.162	.....	.....15	X.224	.....	.....16
X.180	G Brown (Greenock)	15	X.225	.....	.....16
X.182	J Blumer (Sunderland)	15			
Ordered ..2/16			Machinery contracts: Bolinder (Stockholm)		
X.201	Ailsa (Troon)	16			

Name	Builder	Laid down	Launched	Completed	Fate
Ordered 27/7/40					
LCT.1	Vickers-Armstrongs (Barrow)	.....	.....	11.12.40	Bombed German aircraft off Piraeus ../4-5/41.
LCT.2	-do-			11.12.40	Lost unknown cause en route Tobruk/Alexandria 12-13/10/41.
LCT.3	Vickers-Armstrongs (Walker)	.....	16.12.40	.....	Lost unknown cause Kos 11/10/45, salved & NSC(L).94 (1945).
LCT.4	-do-		23.12.40	.....	Italian Navy MOC..... (1946).
LCT.5	Cammell Laird (Birkenhead	.....	16.11.40	.....	Bombed German aircraft Monavasia 28/4/41, beached & abandoned.
LCT.6	-do-	.....	16.11.40	.....	Scuttled off south coast Crete ../4-5/41.
LCT.7	Fairfield (Govan)	.....	.....	.....11.40	Lost unknown cause en route Tobruk/Alexandria 12-13/10/41.
LCT.8	-do-	.....	.....	.....11.40	Bombed German aircraft off Sidi Barani 29/7/41.
LCT.9	-do-	.....	.....	.....11.40	Italian Navy MOC..... (1946), mercantile <i>Ostfjord</i> (19...).
LCT.10	-do-	.....	.....	.....12.40	Bombed German aircraft off Sidi Barani 17/7/41, foundered in tow off Tobruk.
LCT.11	Harland & Wolff (Belfast)	.....	9.12.40	14.12.40	Foundered off Sollum 16/12/41.
LCT.12	-do-	.....	9.12.40	15.12.40	Lost unknown cause Eastern Mediterranean ../8/41(reported).
LCT.13	J Brown (Clydebank)	24. 9.40	9.12.40	18.12.40	
LCT.14	-do-	7.10.40	10.12.40	18.12.40	Lost unknown cause Home waters 12/8/41.
LCT.15	Scotts (Greenock)	.....	.....	11.12.40	Bombed German aircraft off Greece ../4-5/41.
LCT.16	-do-	.....	.....	16.12.40	Bombed German aircraft & scuttled Canea 2/6/41.
LCT.17	Hawthorn Leslie (Hebburn	.....	2.11.40	26.11.40	Italian Navy MOC..... (1946).
LCT.18	-do-	.....	12.11.40	26.11.40	UNRRA (1945).
LCT.19	Stephen (Linthouse)	.....	.....	.....11.40	Lost unknown cause Aegean ../4-5/41.
LCT.20	-do-	.....	.....	.....11.40	Bombed German aircraft off Crete ../4-5/41.
Ordered 12/10/40					
LCT.21	Vickers-Armstrongs (Walker)	.....	28. 3.41	.....	Scrapped Troon ../5/45.
LCT.22	-do-	.....	11. 4.41	.....	Scrapped Troon ../5/45.
LCT.23	Cammell Laird (Birkenhead	.....	26. 2.41	.....	Scrapped Troon ../5/45.
LCT.24	-do-	.....	26. 2.41	.....	Scrapped Troon ../5/45.
LCT.25	Harland & Wolff (Belfast)	.....	11. 3.41	25. 3.41	Sold Dutch shipbreaker, arrived Nieuw Waterweg 16/8/60 for scrapping.
LCT.26	-do-	.....	11. 3.41	25. 3.41	Scrapped Troon ../9/45.
LCT.27	J Brown (Clydebank)	20.12.40	22. 3.41	 3.41	Scrapped Troon ../9/45.
LCT.28	-do-	21.12.40	22. 3.41	4. 4.41	Scrapped Troon ../6/45.
LCT.29	Hawthorn Leslie (Hebburn)	.....	17. 3.41	4. 4.41	Scrapped Troon ../6/45.
LCT.30	-do-	.....	17. 3.41	4. 4.41	Written-off ../10/44.
LCT.31/103					Re-numbered LCT.100/172.

Machinery contracts:

Name	Builder	Laid down	Launched	Completed	Fate
Ordered 7/12/40					
LCT.100	Harland & Wolff (Belfast)	.....	9. 6.41	29. 6.41	UNRRA (1945).
LCT.101	-do-	.....	9. 6.41	11. 7.41	UNRRA (1945).
LCT.102	-do-	.....	17. 6.41	31. 8.41	Lost unknown cause Home waters 10/10/41.
LCT.103	-do-	.....	17. 6.41	16. 9.41	Lost unknown cause Home waters 10/10/41.
LCT.104	Swan Hunter & Wigham Richardson (Wallsend)	.....	10. 5.41	12. 6.41	Director Harbour craft 14/9/45.
LCT.105	-do-	.....	22. 5.41	7. 7.41	Lost unknown cause Home waters 4/11/41.
LCT.106	-do-	.....	25. 6.41	25. 7.41	Foundered stress of weather Benghazi 6/1/43.
LCT.107	-do-	.....	14. 7.41	12. 8.41	Foundered stress of weather Benghazi 6/1/43.
LCT.108	Vickers-Armstrongs (Walker)	.....	3. 6.41	.....	Director Harbour craft ../9/45.
LCT.109	-do-	.....	16. 6.41	.....	Lost unknown cause Home waters 4/11/41.
LCT.110	-do-	.....	27. 6.41	.....	Lost unknown cause Home waters ../11/41.
LCT.111	Cammell Laird (Birkenhead)	.....	8. 7.41	.....	UNRRA (1945).

LCT.112	-do-	.....	8. 7.41	.....	NSC(L).24 (1945); sold 1951.
LCT.113	Hamilton (Port Glasgow)	.....	3. 7.41	.....	NSC(L).25 (1945); sold 1951.
LCT.114	Lobnitz (Renfrew)	.....	4. 6.41	12. 6.41	NSC(L).26 (1945); sold 1946.
LCT.115	Robb (Leith)	.....	9. 5.41	12. 6.41	Bombed Italian aircraft off Casteloriso 28/10/43.
Ordered 3/1/41					
LCT.116	Tees-Side Bridge (Middlesbrough)	.....	9. 6.41	30. 6.41	NSC(L).27 (1945).
LCT.117	-do-	.....	25. 6.41	.....	NSC(L).29 (1945).
LCT.118	-do-	.....	12. 6.41	.....	Sold Metal Industries, arrived Rosyth ../10/47 for scrapping.
LCT.119	-do-	.....	10. 7.41	.....	Lost Tobruk 20/6/42.
LCT.120	-do-	.....	24. 7.41	.....	Foundered stress of weather place unknown 20/11/42.
LCT.121	-do-	.....	29. 7.41	.....	Abandoned Dieppe 19/8/42.
LCT.122	-do-	.....	10. 8.41	.....	BPC.1 (1941), LCF(L).1 (1942); lost cause unknown off Dieppe 19/8/42.
LCT.123	-do-	.....	11. 8.41	.....	BPC.2 (1941), LCF(L).2 (1942); lost cause unknown off Normandie beaches 17/8/44.
LCT.124	-do-	.....	4. 9.41	.....	Abandoned Dieppe 4/9/41.
LCT.125	-do-	.....	23. 9.41	.....	LCT(R).125 (19...); sold 24/6/48.
LCT.126	-do-	.....	22. 9.41	.....	Abandoned Dieppe 19/8/42.
LCT.127	-do-	.....	21.10.41	.....	Sold ../2/46.
LCT.128	Everard (Greenhithe) (1)	.....	17. 1.42	.....	Scrapped Troon ../7/45.
LCT.129	General Steam Navigation (Deptford) (1)	10. 2.41	24. 5.41	17.11.41	Lost cause/place/date unknown ../11/41 (reported).
LCT.130	Russell (East London) (1)	.....	30. 5.42	.....	Scrapped Troon ../1/45.
Ordered 3/1/41					
LCT.131	Stockton Construction (Thornaby) (2)	8. 2.41	14. 6.41	8. 8.41	Scrapped Troon ../1/45.
LCT.132	-do-	18. 2.41	8. 7.41	11.10.41	NSC(L).28 (1945); sold 1951.
LCT.133	-do-	14. 6.41	6. 9.41	24.10.41	Scrapped Troon ../6/45.
LCT.134	-do-	9. 7.41	6.10.41	20.12.41	Scrapped Troon ../1/45.
LCT.135	-do-	8. 9.41	3.11.41	29. 1.42	NSC(L).36 (1946); sold 1946.
LCT.136	-do-	10.10.41	23.12.41	27. 3.42	LCT(R).136 (19...), NSC(L).76 (1945), Italian Navy MOC..... (1946).
LCT.137	Stockton Construction (Thornaby) (3)	10. 3.41	28. 5.41	10. 7.41	Damaged cause unknown Home waters ../11/41 & written-off as constructive total loss (8).
LCT.138	-do-	22. 3.41	26. 6.41	19. 9.41	NSC(L).30 (19...).
LCT.139	-do-	14. 6.41	22. 9.41	10.12.41	NSC(L).31 (19...).
LCT.140	-do-	16. 6.41	4.10.41	20. 1.42	LCT(R).140 (19...), NSC(L).77 (1945), Italian Navy MOC..... (1946).
LCT.141	-do-	25. 9.41	17.11.41	16. 2.42	LCT(R).141 (19...), NSC(L).78 (1945).
LCT.142	Doust (Gravesend) (3)	.....	.....	11. 7.42	Sold 1946.
LCT.143	Stockton Construction (Thornaby) (4)	20. 3.41	11. 6.41	29. 7.41	Damaged cause unknown Home waters ../11/41 & written-off as constructive total loss (8).
LCT.144	-do-	27. 3.41	24. 7.41	24. 9.41	Scrapped Troon ../1/45.
LCT.145	-do-	26. 7.41	20.10.41	17.12.41	Abandoned Dieppe 19/8/42.
LCT.146	-do-	26. 9.41	16.12.41	16. 3.42	Sold BISCO ../1/48.
LCT.147	-do-	27. 6.41	23. 9.41	26.12.41	LCT(R).147 (19...), NSC(L).79 (1945), Italian Navy MOC..... (1946).
LCT.148	Pollock (Faversham) (4)	.....	20.12.41	.....	Scrapped Troon ../1/45.
Ordered .././41					
LCT.149	Arrol (Meadowside)	.....	8. 9.41	.....	NSC(L).32 (1945).
LCT.150	-do-	.....	8.10.41	.....	Lost Tobruk 20/6/42.
LCT.151	-do-	.....	31.10.41	.....	Scrapped Newport 27/7/52.
LCT.152	-do-	.....	4.12.41	.....	.....
LCT.153	MacLellan (Paisley)	.....	8. 9.41	.....	NSC(L).33 (1945).
LCT.154	-do-	.....	20.10.41	.....	Foundered in tow en route Bizerte 10/7/43.
LCT.155	-do-	.....	30.11.41	.....	Lost cause unknown en route Gibraltar ../3/42.
LCT.156	-do-	.....	22.12.41	.....	Sold 27/6/46.
LCT.157	A Findlay (Old Kilpatrick)	.....	10. 7.41	.....	UNRRA (1945).
LCT.158	-do-	.....	20. 9.41	.....	UNRRA (1945).
LCT.159	-do-	.....	18.11.41	.....	Abandoned Dieppe 19/8/42.
LCT.160	-do-	.....	12.11.41	.....	NSC(L).49 (1945); sold 16/10/46.
LCT.161	-do-	.....	17.12.41	.....	Sold 5/7/46.
LCT.162	Redpath Brown (Meadowside)	.....	27. 8.41	.....	Scrapped ../1/45.
LCT.163	-do-	.....	26. 9.41	.....	Sold 5/7/46.
LCT.164	-do-	.....	28.11.41	.....	NSC(L).37 (1945); sold ../9/46.
Ordered 4/4/41					
LCT.165	Tees-Side Bridge (Middlesbrough) (5)	.....	22.10.41	.....	Sold ../6/46.
LCT.166	-do- (5)	.....	3.11.41	.....	Sold ../6/46.
LCT.167	Tees-Side Bridge (Middlesbrough)	.....	17.11.41	.....	LCT(R).167 (19...), NSC(L).34 (1945); sold 1946.
LCT.168	-do-	.....	18.11.41	.....	Sold ../2/46.

Ordered 4/4/41

LCT.169	Stockton Construction (Thornaby) (3)	10.10.41	2.12.41	3. 3.42	NSC(L).35 (1945); sold 1947.
LCT.170	-do- (3)	25.10.41	3. 1.42	9. 4.42	NSC(L).50 (1945).
LCT.171	Stockton Construction (Thornaby) (2)	12.11.41	17. 1.42	15. 4.42	LCT(R).171 (19...), NSC(L).50(1945), Italian Navy MOC..... (1946).
LCT.172	Everard (Greenhithe) (2)	.....	6. 6.42	.....	Sold ../6/46.
LCT.173/299					Cancelled .././...

Machinery contracts:

Name	Builder	Laid down	Launched	Completed	Fate
Ordered 4/4/41					
LCT.300	Stockton Construction (Thornaby) (4)	18.11.41	16. 3.42	22. 5.42	Lost cause & place unknown 9/7/44.
LCT.301	-do- (4)	19. 1.42	29. 4.42	23. 5.42	Explosion of LCT.416 alongside Tripoli 18/ 8/43.
Ordered ../5/41					
LCT.302	Arrol (Meadowside)	.....	31.12.41	.....	
LCT.303	-do-	.....	4. 3.42	.....	
LCT.304	-do-	.....	29. 1.42	.....	LCG(L).5 (19..).
LCT.305	A Findlay (Old Kilpatrick)	.....	.....42	.....	LCG(L).6 (19..).
LCT.306	-do-	.....	.....42	.....	
LCT.307	-do-	.....	.....42	.....	
LCT.308	Redpath Brown (Meadowside)	.....	.....42	.....	
LCT.309	-do-	.....	.....42	.....	LCG(L).7 (19..).
LCT.310	MacLellan (Bo'ness)	.....	.....42	.....	LCG(L).8 (19..).
LCT.311	-do-	.....	.....42	.....	Foundered in tow en route Bizerte 10/7/43.
Ordered 9/6/41					
LCT.312	Tees-Side Bridge (Middlesbrough)	.....	17.12.41	.....	LCF(L).3 (1942).
LCT.313	-do-	.....	18.12.41	.....	
LCT.314	-do-	.....	15. 1.42	.....	
LCT.315	-do-	.....	16. 1.42	.....	LCF(L).4 (1942).
LCT.316	-do-	.....	17. 1.42	.....	
LCT.317	-do-	.....	2. 2.42	.....	
LCT.318	-do-	.....	14. 2.42	.....	LCT(ER).138 (19..), MRC.1097 (19..).
LCT.319	-do-	.....	17. 2.42	.....	LCF(L).5 (19..).
LCT.320	-do-	.....	4. 3.42	.....	LCF(L).6 cancelled, NSC(E).110 (19..), MRC 1110 (19..), MEDWAY (19..).
LCT.321	-do-	.....	17. 3.42	.....	
LCT.322	-do-	.....	18. 3.42	.....	
LCT.323	-do-	.....	1. 4.42	.....	LCG(L).3 (1943).
LCT.324	-do-	.....	2. 4.42	.....	
LCT.325	-do-	.....	14. 4.42	.....	Mercantile <i>Tevere</i> (19..).
LCT.326	-do-	.....	15.4.42	.....	Foundered stress of weather off Isle of Man 2/2/43.
Ordered 9/6/41					
LCT.327	Stockton Construction (Thornaby) (3)	20.11.41	14. 2.42	20. 2.42	LCF.6 (1943).
LCT.328	-do- (3)	4. 1.42	17. 4.42	20. 5.42	Mined off west coast of Greece 5/12/44.
LCT.329	-do- (3)	23. 3.42	30. 5.42	30. 6.42	Damaged cause/place/date unknown & written-off as constructive total loss 23/11/43.
LCT.330	-do- (3)	18. 4.42	18. 6.42	7. 7.42	
LCT.331	-do- (3)	19. 5.42	28. 7.42	14. 8.42	LCT(R).331 (19..).
LCT.332	-do- (3)	17. 6.42	14. 8.42	10. 9.42	Foundered following engine failure off Gijon 16/11/43.
LCT.333	A Findlay (Old Kilpatrick) (3)	.....	.....42	.....	Foundered stress of weather off Land's End 14/11/43.
LCT.334	-do- (3)	.....	.....42	.....	LCT(R).334 (19..).
LCT.335	General Steam Navigation (Deptford) (3)	3. 6.42	42	1. 3.43	LCF(L).9 (1943)
LCT.336	-do- (3)	14. 7.42	42	 3.43	LCF(L).10 (1943)
LCT.337	Tilbury Dredging (3)	.....	.....42	.....	LCT(R).337 (1944)
LCT.338	-do- (3)	.....	.....42	.....	LCF(L).12 (19..)
LCT.339	J Russell (Barking) (3)	.....	.....42	.....	
LCT.340	-do- (3)	.....	.....42	.....	
LCT.341	General Steam Navigation (Deptford) (3)	23.12.41	42	1. 6.42	LCT(E).341 (19..), MRC.1401 (19..), RMN MALAYA (1958).
LCT.342	Stockton Construction (Thornaby) (2)	18.12.41	31. 3.42	30. 4.42	LCG(L).3 (19..)
LCT.343	-do- (2)	16. 2.42	14. 5.42	3. 6.43	Foundered stress of weather off Land's End 14/11/43.
LCT.344	-do- (2)	2. 4.42	14. 6.42	30. 6.42	
LCT.345	-do- (2)	17. 5.42	12. 7.42	31. 7.44	RNethN (1945/46).
LCT.346	-do- (2)	30. 4.42	30. 6.42	23. 7.42	

LCT.347	-do- (2)	2. 6.42	25. 7.42	10. 8.42	
LCT.348	-do- (2)	20. 6.42	10. 9.42	18. 9.42	LCF(L).13 (1942).
LCT.349	-do- (2)	30. 6.42	31. 8.42	15. 9.42	LCF(L).14 (1942).
LCT.350	Pollock (Faversham) (2)	.....	.....42	.....	LCF(L).11(1943).
LCT.351	J Russell (Barking) (2)	.....	.....42	.....	LCF(L).7 (1943)
LCT.352	-do- (2)	.....	.....42	.....	LCF(L).8 (1943).
LCT.353	Stockton Construction (Thornaby) (4)	18. 3.42	16. 5.42	10. 6.42	Bombed Italian aircraft Syracuse 27/7/43.
Ordered 4/7/41					
LCT.354	Stockton Construction (Thornaby) (5)	4.12.41	3. 3.42	23. 4.42	
LCT.355	-do- (5)	26.12.41	14. 4.42	9. 5.42	
LCT.356	-do- (5)	5. 3.42	28. 5.42	17. 6.42	
LCT.357	-do- (5)	20. 4.42	7. 7.42	27. 7.42	Explosion Suda Bay 29/5/45.
LCT.358	-do- (5)	27. 4.42	25. 6.42	13. 7.42	Lost unknown cause Mediterranean 18/6/43.
LCT.359	-do- (5)	1. 6.42	3. 8.42	31. 8.42	LCT(R).359 (19..).
Ordered .././41					
LCT.360	Arrol (Meadowside)	.....	2. 3.42	.....	LCG(L).1 (19..).
LCT.361	-do-	.....	30. 3.42	.....	
LCT.362	-do-	.....	13. 4.42	.....	LCT(R).362 (19..).
LCT.363	-do-	.....	14. 4.42	.....	LCT(R).363 (19..).
LCT.364	-do-	.....	29. 4.42	.....	
LCT.365	-do-	.....	14. 5.42	.....	LCG(L).13 (19..).
LCT.366	A Findlay (Old Kilpatrick)	.....	.....42	.....	LCT(R).366 (19..), mercantile <i>Steintje Mensinga</i> (19..); lost cause & place unknown 4/12/61.
LCT.367	-do-	.....	.....42	.....	LCT(R).367 (19..).
LCT.368	-do-	.....	.....42	.....	LCT(R).368 (19..).
LCT.369	-do-	.....	.....42	.....	LCG(L).15 (19..).
LCT.370	-do-	.....	.....42	.....	LCG(L).20 (19..).
LCT.371	-do-	.....	.....42	.....	LCG(L).9 (19..).
LCT.372	MacLellan (Bo'ness)	.....	.....42	.....	
LCT.373	-do-	.....	.....42	.....	LCG(L).14 (19..).
LCT.374	-do-	.....	.....42	.....	LCG(L).10 (19..).
LCT.375	-do-	.....	.....42	.....	Lost cause unknown Mediterranean ../2/44.
LCT.376	Redpath Brown (Meadowside)	.....	.....42	.....	LCG(L).4 (19..).
LCT.377	-do-	.....	.....42	.....	Lost unknown cause en route Marseilles/Maddalena ../10/44.
LCT.378	-do-	.....	.....42	.....	LCT(R).378 (19..).
LCT.379	-do-	.....	.....42	.....	Mercantile <i>Aniene</i> (19..).
Ordered 22/9/41					
LCT.380	Tees-Side Bridge (Middles- brough)	.....	17. 4.42	.....	
LCT.381	-do-	.....	29. 4.42	.....	Torpedoed German MTB S.... Channel 27/2/43.
LCT.382	-do-	.....	30. 4.42	.....	LCT(ER).382 (19..).
LCT.383	-do-	.....	4. 5.42	.....	
LCT.384	-do-	.....	14. 5.42	.....	LCT(ER).384 (19..).
LCT.385	-do-	.....	28. 5.42	.....	Foundered stress of weather off Land's End 14/11/43.
LCT.386	-do-	.....	2. 6.42	.....	
LCT.387	-do-	.....	13. 6.42	.....	Mined off west coast of Italy 17/7/44.
LCT.388	-do-	.....	15. 6.42	.....	
LCT.389	-do-	.....	26. 6.42	.....	Mercantile <i>Nestore</i> (19..).
LCT.390	-do-	.....	29. 6.42	.....	
LCT.391	-do-	.....	30. 6.42	.....	Lost cause, place & date unknown & formally paid-off 1/10/43.
Ordered .././41					
LCT.392	Arrol (Meadowside)	.....	19. 5.42	.....	LCG(L).11 (19..).
LCT.393	-do-	.....	29. 5.42	.....	LCG(L).16 (19..).
LCT.394	-do-	.....	16. 6.42	.....	LCG(L).17 (19..).
LCT.395	-do-	.....	24. 6.42	.....	Mined & wrecked Mediterranean 18/6/43.
LCT.396	-do-	.....	6. 7.42	.....	
LCT.397	-do-	.....	29. 7.42	.....	
LCT.398	-do-	.....	5. 8.42	.....	LCT(R).398 (19..).
LCT.399	-do-	.....	14. 8.42	.....	
Ordered .././41					
LCT.400	A Findlay (Old Kilpatrick)	.....	.....42	.....	
LCT.401	-do-	.....	.....42	.....	
LCT.402	-do-	.....	.....42	.....	LCG(L).12 (19..).
LCT.403	Arrol (Meadowside)	.....	1. 9.42	.....	Foundered stress of weather off Barra Head 24/2/43.
LCT.404	-do- (6)	.....	14. 9.42	.....	

LCT.405	-do-	14. 9.42	LCT(R).405 (19..).
LCT.406	-do-	8.10.42	LCF(L).15 (19..).
LCT.407	-do-	11.10.42	LCF(L).16 (19..).
LCT.408	Redpath Brown (Meadowside)	42	LCF(L).17 (19..).
LCT.409	-do-	42	LCF(L).18 (19..).
LCT.410	-do-	42	
LCT.411	-do-	42	RNethN (1945/46).
LCT.412	-do-	42	
LCT.413	-do-	42	LCT(E).413 (19..), MRC.1413 (19..).
LCT.414	-do-	42	LCG(L).18 (19..).
LCT.415	-do-	42	LCG(L).19 (19..).
LCT.416	-do-	42	Explosion Tripoli 18/8/43.
LCT.417	-do-	42	
LCT.418	-do-	42	Foundered stress of weather off north-west coast of France 16/11/43.
LCT.419	-do-	42	LCT(R).419 (19..).
LCT.420	Scotts (Greenock)	42	
LCT.421	Inglis (Pointhouse) (7)	42	
LCT.422	Arrol (Meadowside)	9.12.42	Mercantile <i>Leid Bruynzeel</i> (19..); lost cause & place unknown ../4/50.
LCT.423	-do-	18. 2.43	LCT(R).423.
LCT.424	-do-	22. 2.43	LCG(L)?
LCT.425	-do-	19. 3.43	LCT(R).425.
LCT.426	-do-	6. 4.43	LCG(L) ?
LCT.427	-do-	9. 4.43	Collision battleship RODNEY Spithead 7/6/44.
LCT.428	-do-	21. 4.43	Mercantile <i>Rypoy</i> (19..).
LCT.429	-do-	4. 5.43	
LCT.430	-do-	7. 5.43	
LCT.431	-do-	21. 5.43	
LCT.432	-do-	4. 6.43	
LCT.433	-do-	7. 6.43	NSC(L).103 (1947), SWBC.1 (19..); sold 18/7/70 for mercantile conversion?
LCT.434	-do-	21. 6.43	LCT(R).434 (19..).
LCT.435	-do-	4. 7.43	LCT(R).435 (19..).
LCT.436	-do-	7. 7.43	LCT(R).436 (19..).
LCT.437	-do-	30. 7.43	LCT(R).437 (19..).
LCT.438	-do-	13. 8.43	LCT(R).438 (19..).
LCT.439	-do-	16. 8.43	LCT(R).439 (19..).
LCT.440	-do-	30. 8.43	LCT(R).440 (19..).
LCT.441	-do-	14. 9.43	
LCT.442	-do-	16. 9.43	
LCT.443	-do-	3.10.43	
LCT.444	-do-	15.10.43	
LCT.445	Redpath Brown (Meadowside)	43	
LCT.446	-do-	43	
LCT.447	-do-	43	LCT(R).447 (19..).
LCT.448	-do-	43	LCT(R).448 (19..).
LCT.449	-do-	43	LCT(R).449 (19..).
LCT.450	-do-	43	LCT(R).450 (19..), RMN PELANDOK (19..).
LCT.451	-do-	43	
LCT.452	-do-	43	LCT(R).452 (19..), mercantile <i>Bjørnhaug</i> (1949), <i>Game</i> (1951), <i>Carlo Casale</i> (1954).
LCT.453	-do-	43	Mercantile <i>Moby Dick</i> (1943).
LCT.454	-do-	43	Mercantile <i>Sandburgen</i> (19..).
LCT.455	-do-	43	
LCT.456	-do-	43	RNethN (1945/46), mercantile <i>Kitty</i> (19..).
LCT.457	-do-	43	LCT(R).457 (19..).
LCT.458	-do-	43	LCT(R).458 (19..).
LCT.459	-do-	43	LCT(R).459 (19..).
LCT.460	-do-	43	LCT(R).460 (19..).
Ordered ../../42			
LCT.461	Arrol (Meadowside)	27.10.43	
LCT.462	-do-	12.11.43	
LCT.463	-do-	29.11.43	
LCT.464	-do-	27.12.43	LCT(R).464 (19..).
LCT.465	Redpath Brown (Meadowside)	43	Mercantile <i>Marsdiep</i> (19..).
LCT.466	-do-	43	
LCT.467	-do-	43	
LCT.468	-do-	43	
LCT.469	-do-	43	
LCT.470	-do-	43	Mercantile <i>Nel Bruynzeel</i> (19..).
LCT.471	-do-	43	

LCT.472	-do-	.....	.....43	.....	
LCT.473	Arrol (Meadowside)	.....	26. 1.44	.....	LCT(R).473 (19..).
LCT.474	-do-	.....	11. 2.44	.....	Mercantile <i>Secundo</i> (1955), <i>Topmast 16</i> (1975), <i>Midmar 1</i> (1977), <i>Scene II</i> (1984), <i>Mina</i> (19..).
LCT.475	-do-	.....	10. 3.44	.....	RASC (1946), AUGUSTA (1961); sold 30/6/61 & scrapped.
LCT.476	-do-	.....	14. 3.44	.....	
LCT.477	-do-	.....	18. 4.44	.....	Mercantile <i>Billiton II</i> (1947).
LCT.478	-do-	.....	5. 5.44	.....	
LCT.479	-do-	.....	10. 5.44	.....	
LCT.480	-do-	.....	7. 6.44	.....	Foundered stress of weather off Land's End 18–19/10/44.
Ordered .././42					
LCT.481	A Findlay (Old Kilpatrick)	.....	.....44	.....	LCT(R).481 (19..).
LCT.482	-do-	.....	.....44	.....	LCT(R).482 (19..).
LCT.483	-do-	.....	.....44	.....	LCT(R).483 (19..).
LCT.484	-do-	.....	.....44	.....	
LCT.485	-do-	.....	.....44	.....	
LCT.486	-do-	.....	.....44	.....	
LCT.487	-do-	.....	.....44	.....	
LCT.488	-do-	.....	.....44	.....	Foundered stress of weather off Land's End 18–19/10/44.
LCT.489	-do-	.....	.....44	.....	
LCT.490	-do-	.....	.....44	.....	
LCT.491	-do-	.....	.....44	.....	Foundered stress of weather off Land's End 18–19/10/44.
LCT.492	-do-	.....	.....44	.....	Capsized Red Sea 6/3/45.
LCT.493	-do-	.....	.....44	.....	
LCT.494	-do-	.....	.....44	.....	Foundered stress of weather off Land's End 18–19/10/44.
LCT.495	-do-	.....	.....44	.....	
LCT.496	-do-	.....	.....44	.....	
LCT.497	-do-	.....	.....44	.....	
LCT.498	-do-	.....	.....44	.....	
LCT.499	-do-	.....	.....44	.....	

Machinery contracts:

Name	Builder	Laid down	Launched	Completed	Fate
Ordered .././41					
LCT.500	Arrol (Meadowside)	.....	23.10.42	.....	
LCT.501	-do-	.....	18.11.42	.....	
LCT.502	-do-	.....	23.11.42	.....	
LCT.503	-do-	.....	17.12.42	.....	
LCT.504	-do-	.....	7. 1.43	.....	LCG(L).24 (19..).
LCT.505	-do-	.....	22. 1.43	.....	
LCT.506	A Findlay (Old Kilpatrick)	.....	.....42	.....	
LCT.507	-do-	.....	.....42	.....	
LCT.508	-do-	.....	.....42	.....	
LCT.509	-do-	.....	.....42	.....	
LCT.510	-do-	.....	.....42	.....	
LCT.511	-do-	.....	.....42	.....	Foundered in tow place unknown 9/7/44.
LCT.512	-do-	.....	.....42	.....	
LCT.513	-do-	.....	.....42	.....	
LCT.514	-do-	.....	.....42	.....	
LCT.515	-do-	.....	.....42	.....	
LCT.516	-do-	.....	.....42	.....	
LCT.517	-do-	.....	.....42	.....	
LCT.518	-do-	.....	.....43	.....	
LCT.519	-do-	.....	.....43	.....	
LCT.520	-do-	.....	.....43	.....	
LCT.521	-do-	.....	.....43	.....	
LCT.522	-do-	.....	.....43	.....	
LCT.523	-do-	.....	.....43	.....	LCT(4).405 (19..), RAF (19..)?
LCT.524	MacLellan (Bo'ness)	.....	.....42	.....	Lost cause unknown Normandie beaches ../6/44.
LCT.525	-do-	.....	.....42	.....	
LCT.526	-do-	.....	.....42	.....	
LCT.527	-do-	.....	.....42	.....	
LCT.528	-do-	.....	.....42	.....	
LCT.529	-do-	.....	.....42	.....	
LCT.530	-do-	.....	.....43	.....	
LCT.531	-do-	.....	.....43	.....	
LCT.532	-do-	.....	.....43	.....	

LCT.533	-do-	.....	.....43	.....	
Ordered 5/12/41					
LCT.534	Tees-Side Bridge (Middlesbrough)	.....	27. 8.42	.....	
LCT.535	-do-	.....	9. 9.42	.....	
LCT.536	-do-	.....	14. 8.42	.....	
LCT.537	-do-	.....	11. 9.42	.....	
LCT.538	-do-	.....	14. 9.42	.....	
LCT.539	-do-	.....	12.10.42	.....	
LCT.540	-do-	.....	23. 9.42	.....	
LCT.541	-do-	.....	25. 9.42	.....	
LCT.542	-do-	.....	28. 9.42	.....	
LCT.543	-do-	.....	8.10.42	.....	
LCT.544	-do-	.....	9.10.42	.....	
LCT.545	-do-	.....	13.10.42	.....	
LCT.546	-do-	.....	25.10.42	.....	
LCT.547	-do-	.....	6.11.42	.....	Foundered off Malta 8/7/43.
LCT.548	-do-	.....	26.10.42	.....	
LCT.549	-do-	.....	8.11.42	.....	
LCT.550	-do-	.....	9.11.42	.....	
LCT.551	-do-	.....	11.11.42	.....	
LCT.552	-do-	.....	20.11.42	.....	
LCT.553	-do-	.....	22.11.42	.....	Lost cause unknown Mediterranean 1/10/43.
LCT.554	-do-	.....	24.11.42	.....	
LCT.555	-do-	.....	7.12.42	.....	
LCT.556	-do-	.....	8.12.42	.....	
LCT.557	-do-	.....	5.12.42	.....	
Ordered 5/12/41					
LCT.558	Stockton Construction (Thornaby) (3)	27. 8.42	24.10.42	16.11.42	
LCT.559	-do- (3)	21. 9.42	20.11.42	7.12.42	
LCT.560	-do- (3)	17.11.42	20. 1.43	6. 2.43	NSC(L).45 (19..).
LCT.561	-do- (3)	6.11.42	26. 1.43	15. 2.43	
LCT.562	-do- (3)	21.12.42	17. 2.43	2. 3.43	RNethN LT.1 (1946), RN LCT(5).562 (1946).
LCT.563	-do- (3)	23.11.42	6. 2.43	24. 2.43	
LCT.564	-do- (3)	30.12.42	20. 2.43	6. 3.43	
LCT.565	-do- (3)	8. 1.43	27. 2.43	10. 3.43	Broke tow & wrecked Lundy Island 2/5/54.
LCT.566	-do- (3)	2. 2.43	17. 4.43	4. 5.43	NSC(L).111 (19..).
LCT.567	-do- (3)	10. 2.43	19. 3.43	30. 3.43	
LCT.568	-do- (3)	18. 2.43	31. 3.43	13. 4.43	
LCT.569	-do- (3)	4. 3.43	23. 4.43	18. 5.43	
LCT.570	-do- (2)	31. 8.42	5.11.42	23.11.42	
LCT.571	-do- (2)	22. 9.42	5.12.42	28.12.42	
LCT.572	-do- (2)	16.10.42	8. 1.43	29. 1.43	Lost cause unknown Mediterranean 9/9/43.
LCT.573	-do- (2)	11. 1.43	5. 3.43	16. 3.43	
LCT.574	-do- (2)	5. 2.43	6. 4.43	22. 4.43	
LCT.575	-do- (2)	1. 3.43	20. 4.43	11. 5.43	
LCT.576	-do- (4)	20. 7.42	23.10.42	11.11.42	
LCT.577	-do- (4)	6. 7.42	21.10.42	31.10.42	
LCT.578	-do- (4)	5. 8.42	15.11.42	30.11.42	
LCT.579	-do- (4)	2. 9.42	9.11.42	27.11.42	NSC(L).91; lost cause & place unknown 4/12/45.
LCT.580	-do- (5)	27. 5.42	26. 9.42	7.10.42	
LCT.581	-do- (5)	16. 6.42	30. 9.42	17.10.42	
LCT.582	-do- (5)	27. 7.42	29. 9.42	17.10.42	
LCT.583	-do- (5)	6. 8.42	8.10.42	28.10.42	Lost cause unknown Mediterranean 4/11/43.
LCT.584	-do- (5)	1.10.42	28.11.42	14.12.42	
LCT.585	-do- (5)	6.10.42	14.12.42	31.12.42	
LCT.586	-do- (5)	3.11.42	31.12.42	24. 1.43	
LCT.587	-do- (5)	16. 1.43	23. 3.43	3. 4.43	RHN KANDANOS (19..).
LCT.588	-do- (5)	12.10.42	14. 1.43	29. 1.43	LCF(L).29 (1943).
Ordered ..../41					
LCT.589	Fairfield (Chepstow)	.....	.....	.....	Destroyed to avoid capture Mediterranean 16/6/44.
LCT.590	-do-	.....	.....	.....	
LCT.591	-do-	.....	.....	.....	
LCT.592	-do-	.....	.....	.....	
LCT.593	-do-	.....	.....	.....	
LCT.594	-do-	.....	.....	.....	RHN SOFADES (19..).
LCT.595	-do-	.....	.....	.....	

LCT.596	-do-	.....	.....	.....	
LCT.597	-do-	.....	.....	.....	
LCT.598	-do-	.....	.....	.....	
LCT.599	-do-	.....	.....	.....	
LCT.600	-do-	.....	.....	.....	
Ordered ..../41					
LCT.601	Motherwell Bridge (Meadow-side)	.....	.....	.....	
LCT.602	-do-	.....	.....	.....	
LCT.603	-do-	.....	.....	.....	
LCT.604	-do-	.....	.....	.....	
LCT.605	-do-	.....	.....	.....	
LCT.606	-do-	.....	.....	.....	
LCT.607	-do-	.....	.....	.....	
LCT.608	-do-	.....	.....	.....	
LCT.609	-do-	.....	.....	.....	Foundered stress of weather off Oostende 6/11/44.
LCT.610	-do-	.....	.....	.....	
LCT.611	-do-	.....	.....	.....	
LCT.612	-do-	.....	.....	.....	
Ordered 25/2/42					
LCT.613	Stockton Construction (Thornaby) (4)	1.10.42	4.12.42	22.12.42	
LCT.614	-do- (4)	22.10.42	19.12.42	12. 1.43	
LCT.615	-do- (4)	26.10.42	28.12.42	19. 1.43	
LCT.616	-do- (4)	17.11.42	27. 1.43	9. 2.43	
Ordered 7/3/42					
LCT.617	Tees-Side Bridge (Middlesbrough)	.....	21.12.42	.....	
LCT.618	-do-	.....	22.12.42	.....	Lost cause unknown Mediterranean 2/10/43.
LCT.619	-do-	.....	24.12.42	.....	
LCT.620	-do-	.....	7. 1.43	.....	
LCT.621	-do-	.....	20. 1.43	.....	Lost cause unknown Mediterranean 7/10/43.
LCT.622	-do-	.....	12. 1.43	.....	
LCT.623	-do-	.....	21. 1.43	.....	LCF(L).32 (1943).
LCT.624	-do-	.....	27. 1.43	.....	Lost cause & place unknown & formally paid-off 8/9/43.
LCT.625	-do-	.....	2. 2.43	.....	
LCT.626	-do-	.....	7. 2.43	.....	Lost cause unknown Mediterranean 9/9/43.
LCT.627	-do-	.....	10. 2.43	.....	
LCT.628	-do-	.....	18. 2.43	.....	
Ordered 7/3//42					
LCT.629	Stockton Construction (Thornaby) (3)	15. 3.43	30. 4.43	17. 5.43	
LCT.630	-do- (3)	21. 3.43	10. 5.43	7. 6.43	NSC(L).10 (19..)
LCT.631	-do- (3)	29. 3.43	15. 5.43	11. 6.43	Lost cause, place & date unknown & written-off as constructive total loss 17/8/44.
LCT.632	-do- (3)	1. 4.43	21. 5.43	29. 6.43	
LCT.633	-do- (5)	16.12.42	3. 2.43	20. 2.43	NSC(L).48 (19..)
LCT.634	-do- (5)	18. 1.43	11. 3.43	23. 3.43	
LCT.635	-do- (5)	4. 2.43	27. 3.43	9. 4.43	
LCT.636	-do- (2)	9. 3.43	6. 5.43	30. 6.43	
LCT.637	J Russell (Barking) (2)	.....	.....43	.....	
LCT.638	MacLellan (Paisley) (2)	.....	.....43	.....	
Ordered 23/4/42					
LCT.639	Stockton Construction (Thornaby) (4)	28. 4.43	16. 9.43	30. 9.43	All welded
LCT.640	-do- (4)	3. 9.43	9.12.43	31.12.43	All welded
LCT.641	-do- (4)	11.12.43	22. 2.44	13. 3.44	All welded
Ordered ..../42					
LCT.642	A Findlay (Old Kilpatrick)	.....	.....	.....	
LCT.643	-do-	.....	.....	.....	
LCT.644	-do-	.....	.....	.....	LCG(L).25 (19..).
LCT.645	-do-	.....	.....	.....	
LCT.646	-do-	.....	.....	.....	
LCT.647	-do-	.....	.....	.....	
LCT.648	-do-	.....	.....	.....	LCF(L).27 (19..).
LCT.649	-do-	.....	.....	.....	
LCT.650	-do-	.....	.....	.....	
LCT.651	-do-	.....	.....	.....	
LCT.652	-do-	.....	.....	.....	
LCT.653	-do-	.....	.....	.....	LCG(L).23 (19..).

LCT.654	-do-	.....	.....	.....	LCF(L).19 (19..).
LCT.655	-do-	.....	.....	.....	LCF(L).20 (19..).
LCT.656	Arrol (Meadowside)	.....	.....	.....	
LCT.657	-do-	.....	.....	.....	
LCT.658	-do-	.....	.....	.....	Cancelled .././..
LCT.659	-do-	.....	.....	.....	Cancelled .././..
LCT.660	-do-	.....	.....	.....	Cancelled .././..
LCT.661	-do-	.....	.....	.....	Cancelled .././..
LCT.662	-do-	.....	.....	.....	Cancelled .././..
LCT.663	-do-	.....	.....	.....	Cancelled .././..
Ordered 23/4/42					
LCT.664	Stockton Construction (Thornaby) (2)	8. 4.43	26. 5.43	19. 6.43	
LCT.665	-do- (2)	19. 4.43	4. 6.43	28. 6.43	Mercantile <i>Francoise Collomb</i> (19..).
LCT.666	Motherwell Bridge (Alloa) (2)	.....	.....43	.....	
LCT.667	Stockton Construction (Thornaby) (2)	30. 4.43	12. 6.43	6. 7.43	
LCT.668	MacLellan (Bo'ness) (2)	.....	.....43	.....	Mercantile <i>Eriskay</i> (1950), <i>Pradipar</i> (1954).
LCT.669	Stockton Construction (Thornaby) (3)	11. 5.43	26. 6.43	16. 7.43	
LCT.670	-do- (3)	5. 5.43	18. 6.43	19. 7.43	
LCT.671	-do- (3)	25. 5.43	3. 7.43	21. 7.43	
LCT.672	-do- (3)	3. 6.43	21. 7.43	7. 8.43	
LCT.673	-do- (3)	11. 6.43	26. 7.43	13. 8.43	Mercantile <i>Surrenda</i> (19..).
LCT.674	-do- (3)	25. 9.43	30.10.43	12.11.43	
LCT.675	-do- (3)	7. 7.43	2. 9.43	15. 9.43	Mercantile <i>Armant</i> (1947) ?
LCT.676	-do- (3)	17. 7.43	17. 9.43	11.10.43	
LCT.677	-do- (5)	23. 2.43	16. 4.43	10. 5.43	
LCT.678	-do- (5)	6. 4.43	29. 5.43	12. 6.43	
LCT.679	-do- (5)	19. 4.43	9. 6.43	10. 7.43	
LCT.680	-do- (5)	2. 6.43	16. 7.43	29. 7.43	LCG(4).680 (1943).
LCT.681	-do- (5)	12. 6.43	28. 7.43	13. 8.43	LCG(4).681 (1944).
LCT.682	-do- (5)	9. 7.43	6. 9.43	16. 9.43	
Ordered .././42					
LCT.683	MacLellan (Bo'ness)	.....	.....	.....	
LCT.684	-do-	.....	.....	.....	
LCT.685	-do-	.....	.....	.....	
LCT.686	-do-	.....	.....	.....	LCF(L).22 (19..).
LCT.687	-do-	.....	.....43	.....	LCF(L).23 (19..).
LCT.688	-do-	.....	.....	.....	LCF(L).24 (19..).
LCT.689	-do-	.....	.....	.....	Explosion place unknown 20/7/44.
LCT.690	-do-	.....	.....	.....	
LCT.691	-do-	.....	.....	.....	
LCT.692	-do-	.....	.....	.....	
LCT.693	Redpath Brown (Meadowside)	.....	.....	.....	Cancelled .././..
LCT.694	-do-	.....	.....	.....	Cancelled .././..
LCT.695	-do-	.....	.....	.....	Cancelled .././..
LCT.696	-do-	.....	.....	.....	Cancelled .././..
LCT.697	-do-	.....	.....	.....	Cancelled .././..
LCT.698	-do-	.....	.....	.....	Cancelled .././..
Ordered 23/4/42					
LCT.699	Tees-Side Bridge (Middles- brough)	.....	19. 2.43	.....	LCF(L).33 (1943).
LCT.700	-do-	.....	22. 2.43	.....	
LCT.701	-do-	.....	26. 2.43	.....	LCF(L).34 (1943).
LCT.702	-do-	.....	5. 3.43	.....	NSC(L).39 (19..).
LCT.703	-do-	.....	8. 3.43	.....	NSC(L).102 (19..).
LCT.704	-do-	.....	10. 3.43	.....	Sold J Cashmore .././47, arrived Newport 30/3/47 for scrapping.
LCT.705	-do-	.....	19. 3.43	.....	LCF(L).36 (1943).
LCT.706	-do-	.....	23. 3.43	.....	
LCT.707	-do-	.....	25. 3.43	.....	
LCT.708	-do-	.....	2. 4.43	.....	Sold T W Ward .././47, arrived Briton Ferry 19/4/47 for scrapping.
LCT.709	-do-	.....	5. 4.43	.....	
LCT.710	-do-	.....	8. 4.43	.....	
LCT.711	-do-	.....	9. 4.43	.....	NSC(L).112 (19..).
LCT.712	-do-	.....	19. 4.43	.....	
LCT.713	-do-	.....	21. 4.43	.....	
LCT.714	-do-	.....	22. 4.43	.....	LCF(L).38 (1943).
LCT.715	-do-	.....	4. 5.43	.....	Lost unknown cause Normandie beaches ../6/44.

LCT.716	-do-	6. 5.43	
LCT.717	-do-	7. 5.43	
LCT.718	-do-	20. 5.43	
LCT.719	-do-	18. 5.43	
LCT.720	-do-	21. 5.43	
LCT.721	-do-	3. 6.43	
LCT.722	-do-	1. 6.43	
Ordered ..../42			
LCT.723	Green & Silley Weir (Blackwall)		
LCT.724	See (8)		
LCT.725	-do-		LCF(L).37 (19..).
LCT.726	W Badger (East Smithfield)		
LCT.727	-do-		
LCT.728	-do-		
LCT.729	-do-		
LCT.730	See (8)		
LCT.731	-do-		
LCT.732	-do-		
LCT.733	-do-		
LCT.734	-do-		
LCT.735	Green & Silley Weir (Blackwall)		
LCT.736	-do-		
LCT.737	-do-		
LCT.738	-do-		
LCT.739	-do-		
LCT.740	See (8)		
LCT.741	-do-		
LCT.742	-do-		RASC (1946), ARAKAN (i) (1961); sold 18/8/61 & scrapped.
LCT.743	-do-		
LCT.744	-do-		
LCT.745	-do-		
LCT.746	-do-		
LCT.747	Fairfield (Chepstow)		
LCT.748	-do-		
LCT.749	-do-		LCG(L).21 (19..).
LCT.750	-do-		Lost cause unknown Normandie beaches ../6/44.
LCT.751	-do-		
LCT.752	-do-		
LCT.753	-do-		
LCT.754	-do-		
LCT.755	-do-		
LCT.756	-do-		
LCT.757	-do-		Lost cause, place & date unknown & formally paid-off 10/7/44.
LCT.758	-do-		
Ordered 15/7/42			
LCT.759	Tees-Side Bridge (Middles- brough)	16. 6.43	Sold T W Ward ../../47, arrived Briton Ferry 3/3/47 for scrapping.
LCT.760	-do-	18. 6.43	
LCT.761	-do-	21. 6.43	
LCT.762	-do-	22. 6.43	
LCT.763	-do-	30. 6.43	
LCT.764	-do-	2. 7.43	LCF(L).41 (19..) conversion cancelled, LCG(L)(4) 764 (1944).
LCT.765	-do-	3. 7.43	
LCT.766	-do-	7. 7.43	
LCT.767	-do-	15. 7.43	
LCT.768	-do-	20. 7.43	
LCT.769	-do-	23. 7.43	
LCT.770	-do-	30. 7.43	LCG(L).27 (19..)
Ordered ../../42			
LCT.771	Redpath Brown (Meadowside)		Cancelled ../../..
LCT.772	-do-		Cancelled ../../..
LCT.773	-do-		Cancelled ../../..
LCT.774	-do-		Cancelled ../../..
LCT.775	-do-		Cancelled ../../..
LCT.776	-do-		Cancelled ../../..
LCT.777	-do-		Cancelled ../../..

LCT.778	-do-	.....	.....	.....	Cancelled .././..
LCT.779	-do-	.....	.....	.....	Cancelled .././..
LCT.780	-do-	.....	.....	.....	Cancelled .././..
LCT.781	Motherwell Bridge (Meadow-side)	.....	.....	.....	RNethN LT.2 (1946), RN LCT(4).781 (1946).
LCT.782	-do-	.....	.....	.....	
LCT.783	-do-	.....	.....	.....	
LCT.784	-do-	.....	.....	.....	
LCT.785	-do-	.....	.....	.....	
LCT.786	-do-	.....	.....	.....	
LCT.787	-do-	.....	.....	.....	LCG(L).22 (19..).
LCT.788	-do-	.....	.....	.....	
LCT.789	-do-	.....	.....	.....	Lost unknown cause Walcheren beaches 2/11/44.
LCT.790	-do-	.....	.....	.....	
LCT.791	A Findlay (Old Kilpatrick)	.....	.....	.....	LCF(L).21 (19..).
LCT.792	-do-	.....	.....	.....	LCF(L).30 (19..).
LCT.793	-do-	.....	.....	.....	
LCT.794	-do-	.....	.....	.....	
LCT.795	-do-	.....	.....	.....	
LCT.796	-do-	.....	.....	43	Mercantile <i>Bahr Nagash</i> (1959), <i>Augusta</i> (1994).
LCT.797	-do-	.....	.....	.....	
LCT.798	-do-	.....	.....	.....	
LCT.799	-do-	.....	.....	.....	
LCT.800	-do-	.....	.....	.....	
LCT.801	-do-	.....	.....	.....	
LCT.802	-do-	.....	.....	.....	
LCT.803	-do-	.....	.....	.....	
LCT.804	-do-	.....	.....	.....	
LCT.805	-do-	.....	.....	.....	
LCT.806	-do-	.....	.....	.....	LCF(L).26 (19..).
LCT.807	-do-	.....	.....	.....	
LCT.808	-do-	.....	.....	.....	
LCT.809	-do-	.....	.....	.....	Lost unknown cause Normandie beaches ../6/44.
LCT.810	-do-	.....	.....	.....	
LCT.811	-do-	.....	.....	.....	LCG(4).811 (19..) ?
LCT.812	-do-	.....	.....	.....	
LCT.813	-do-	.....	.....	.....	
LCT.814	-do-	.....	.....	.....	
LCT.815	-do-	.....	.....	.....	
LCT.816	-do-	.....	.....	.....	
LCT.817	-do-	.....	.....	.....	
LCT.818	-do-	.....	.....	.....	
LCT.819	-do-	.....	.....	.....	
LCT.820	-do-	.....	.....	.....	
LCT.821	-do-	.....	.....	.....	
LCT.822	-do-	.....	.....	.....	
LCT.823	-do-	.....	.....	.....	Sold Metal Industries .././49, arrived Charleston ../3/49 for scrapping.
LCT.824	-do-	.....	.....	.....	Scrapped Penryn .././49.
LCT.825	-do-	.....	.....	.....	LCF(L).25 (19..).
LCT.826	-do-	.....	.....	.....	
LCT.827	-do-	.....	.....	.....	
LCT.828	-do-	.....	.....	.....	NSC(L).1 (1947), mercantile <i>Norris Castle</i> (1962), <i>Norris</i> (19..), <i>Aghios Dionisos</i> (1994).
LCT.829	-do-	.....	.....	.....	
LCT.830	-do-	.....	.....	.....	NSC(L).96 (19..); sold Metal Industries .././48, arrived Charleston ../1/49 for scrapping.
LCT.831	-do-	.....	.....	.....	LCF(L).28 (19..), LCG(4).831 (19..).
LCT.832	-do-	.....	.....	.....	
LCT.833	-do-	.....	.....	.....	
LCT.834	-do-	.....	.....	.....	
LCT.835	-do-	.....	.....	.....	Mercantile <i>Adulis</i> (1947).
LCT.836	-do-	.....	.....	.....	
LCT.837	-do-	.....	.....	.....	
LCT.838	-do-	.....	.....	.....	
LCT.839	-do-	.....	.....	.....	Lost cause unknown off Walcheren beaches 2/11/44.
LCT.840	-do-	.....	.....	.....	
LCT.841	Arrol (Meadowside)	.....	.....	.....	Cancelled .././..
LCT.842	-do-	.....	.....	.....	Cancelled .././..
LCT.843	-do-	.....	.....	.....	Cancelled .././..

LCT.844	-do-	.....	.....	.....	Cancelled .././..
LCT.845	-do-	.....	.....	.....	Cancelled .././..
LCT.846	-do-	.....	.....	.....	Cancelled .././..
LCT.847	-do-	.....	.....	.....	Cancelled .././..
LCT.848	-do-	.....	.....	.....	Cancelled .././..
LCT.849	Arrol (Alloa)	.....	.....	.....	
LCT.850	-do-	.....	.....	.....	
LCT.851	-do-	.....	.....	.....	
LCT.852	-do-	.....	.....	.....	
LCT.853	-do-	.....	.....	.....	
LCT.854	-do-	.....	.....	.....	
LCT.855	-do-	.....	.....	.....	
LCT.856	-do-	.....	.....	.....	
LCT.857	-do-	.....	.....	.....	
LCT.858	-do-	.....	.....	.....	
LCT.859	-do-	.....	.....	.....	
LCT.860	-do-	.....	.....	.....	
LCT.861	-do-	.....	.....	.....	
LCT.862	-do-	.....	.....	.....	
LCT.863	-do-	.....	.....	.....	
LCT.864	-do-	.....	.....	.....	
Ordered 18/7/42					
LCT.865	Lagan (Belfast) (4)	.....	.....	6. 6.44	All-welded
LCT.866	-do- (4)	.....	.....	3. 7.44	All-welded
LCT.867	Warrenpoint Shipyard (4)	.....	.....	20. 7.44	All-welded
LCT.868	-do- (4)	.....	.....	.....10.44	All-welded
LCT.869	Lagan (Belfast) (4)	.....	.....	9. 9.44	All-welded
LCT.870	-do- (4)	.....	.....	10. 7.45	All-welded
LCT.871	Warrenpoint Shipyard (4)	.....	.....	..... 6.45	All-welded
LCT.872	-do- (4)	.....	.....	21. 8.45	All-welded
Ordered 18/7/42					
LCT.873	Stockton Construction (Thornaby) (4)	17.12.42	10. 2.43	26. 2.43	LCF(L).35 (1943).
LCT.874	-do- (4)	8. 1.43	12. 3.43	24. 3.43	LCF(L).31 (1943).
LCT.875	-do- (4)	15. 2.43	3. 4.43	17. 4.43	Lost cause & place unknown 8/6/44.
LCT.876	-do- (4)	18. 2.43	10. 4.43	29. 4.43	
LCT.877	-do- (4)	17. 3.43	3. 5.43	19. 5.43	LCF(L).39 (1943)
LCT.878	-do- (4)	5. 4.43	18. 5.43	26. 6.43	
LCT.879	-do- (4)	21. 4.43	31. 5.43	26. 6.43	
LCT.880	-do- (4)	11. 5.43	23. 6.43	30. 6.43	LCF(L).42 (1943).
Ordered .././42					
LCT.881	MacLellan (Bo'ness)	.....	.....	.....	
LCT.882	-do-	.....	.....	.....	
LCT.883	-do-	.....	.....	.....	
LCT.884	-do-	.....	.....	.....	
LCT.885	-do-	.....	.....	.....	
LCT.886	-do-	.....	.....	.....	Lost off Normandie beaches ../6/44.
LCT.887	-do-	.....	.....	.....	
LCT.888	-do-	.....	.....	.....	
LCT.889	-do-	.....	.....	.....	
LCT.890	-do-	.....	.....	.....	
LCT.891	-do-	.....	.....	.....	
LCT.892	-do-	.....	.....	.....	
LCT.893	-do-	.....	.....	.....	LCG(4).893 (19..).
LCT.894	-do-	.....	.....	.....	
LCT.895	-do-	.....	.....	.....	Mercantile <i>Flora MacDonald</i> (1950), <i>Hemelata</i> (1954).
LCT.896	J Russell (London)	.....	.....	.....	
LCT.897	-do-	.....	.....	.....	
LCT.898	-do-	.....	.....	.....	
LCT.899	-do-	.....	.....	.....	
LCT.900	-do-	.....	.....	.....	
LCT.901	-do-	.....	.....	.....	
LCT.902	-do-	.....	.....	.....	
LCT.903	Harland & Wolff (North Woolwich)	.....	.....	.....	
LCT.904	-do-	.....	.....	.....	
LCT.905	-do-	.....	.....	.....	
LCT.906	-do-	.....	.....	.....	

LCT.907	-do-				LCG(L).28 (19..); sold T W Ward .././46, arrived Preston .././46 for scrapping.
LCT.908	-do-	.....	.....	.....	
LCT.909	-do-	.....	.....	.....	
LCT.910	-do-	.....	.....	.....	
LCT.911	-do-	.....	.....	.....	
LCT.912	-do-	.....	.....	.....	
LCT.913	-do-	.....	.....	.....	
LCT.914	-do-	.....	.....	.....	
LCT.915	-do-	.....	.....	.....	
LCT.916	-do-	.....	.....	.....	
LCT.917	-do-				
LCT.918	-do-	.....	.....	.....	
LCT.919	-do-	.....	.....	.....	
Ordered 13/11/42					
LCT.920	Arrol (Meadowside)		15.12.43		
LCT.921	-do-	.....	27. 1.44	.....	
LCT.922	Stockton Construction (Thornaby) (4)	6.12.43	31. 1.44	18. 2.44	
LCT.923	-do- (4)	4.12.43	27. 1.44	12. 2.44	
LCT.924	-do- (2)	9.12.43	3. 2.44	17. 2.44	
LCT.925	-do- (3)	13.12.43	7. 2.44	29. 2.44	
LCT.926	-do- (3)	31.12.43	10. 2.44	28. 2.44	
LCT.927	-do- (2)	21.12.43	18. 2.44	29. 2.44	
LCT.928	-do- (4)	12.11.43	7. 1.44	27. 1.44	
LCT.929	-do- (2)	20. 5.43	9. 7.43	29. 7.43	
LCT.930	-do- (4)	19. 5.43	30. 6.43	24. 7.43	Mercantile <i>Kon Ombo</i> (1948)?
LCT.931	-do- (4)	1. 6.43	13. 7.43	31. 7.43	
LCT.932	-do- (2)	11. 6.43	30. 7.43	24. 8.43	NSC(L).115 (19..). RASC ADC.934 (19..).
LCT.933	-do- (2)	20. 6.43	10. 8.43	30. 8.43	
LCT.934	-do- (4)	24. 6.43	13. 8.43	31. 8.43	
LCT.935	-do- (4)	24. 6.43	27. 8.43	10. 9.43	
Ordered 13/11/42					
LCT.936	Tees-Side Bridge (Middlesbrough)		5. 8.43		Lost cause unknown off Lowestoft 30/10/44 & written-off as constructive total loss.
LCT.937	-do-		13. 8.43		LCG(4).939 (1944).
LCT.938	-do-	.....	31. 8.43	.....	
LCT.939	-do-	.....	14. 9.43	.....	
LCT.940	-do-	.....	2. 9.43	.....	
LCT.941	-do-		11. 9.43		LCT(4).406 (19..), RAF (19..); for disposal .././66.
LCT.942	-do-		17. 9.43		Lost cause & place unknown ../10/44.
LCT.943	-do-	.....	16. 9.43	.....	
LCT.944	-do-	.....	27. 9.43	.....	
LCT.945	-do-	.....	29. 9.43	.....	
LCT.946	-do-		30. 9.43		Lost cause unknown off Normandie beaches ../6/44.
LCT.947	-do-	.....	5.10.43	.....	
LCT.948	Motherwell Bridge (Meadowside)	.....	.....	.....	
LCT.949	-do-	.....	.....	.....	
LCT.950	-do-				Sold P & W MacLellan .././45, arrived Bo'ness 29/6/45 for scrapping.
LCT.951	-do-	.....	.....	.....	
LCT.952	A Findlay (Old Kilpatrick)	.....	.....	.....	
LCT.953	-do-	.....	.....	.....	
LCT.954	-do-	.....	.....	.....	
LCT.955	-do-	.....	.....	.....	
LCT.956	-do-	.....	.....	.....	
LCT.957	-do-	.....	.....	.....	
LCT.958	-do-	.....	.....	.....	
LCT.959	-do-	.....	.....	.....	
LCT.960	-do-				Sold T W Ward .././46, arrived Inverkeithing .././46 for scrapping.
LCT.961	-do-	.....	.....	.....	
LCT.964	-do-	.....	.....	.....	
LCT.963	-do-	.....	.....	.....	
LCT.964	-do-				Mined place unknown 13/6/44.
LCT.965	-do-	.....	.....	.....	
LCT.966	-do-	.....	.....	.....	
LCT.967	-do-	.....	.....	.....	
LCT.968	MacLellan (Bo'ness)	.....	.....	.....	
LCT.969	-do-				

LCT.970	-do-	.....	.....	.....	
LCT.971	-do-	.....	.....	.....	Sold T W Ward .././46, arrived Inverkeithing .././46 for scrapping.
LCT.972	-do-	.....	.....	.....	
LCT.973	-do-	.....	.....	.....	
LCT.974	-do-	.....	.....	.....	
LCT.975	-do-	.....	.....	.....	
LCT.976	-do-	.....	.....	.....	Foundered River Scheldt area 7/11/44.
LCT.977	-do-	.....	.....	.....	
LCT.978	Arrol (Alloa)	.....	.....	.....	
LCT.979	-do-	.....	.....	.....	
LCT.980	-do-	.....	.....	.....	
LCT.981	-do-	.....	.....	.....	
LCT.982	-do-	.....	.....	.....	Cancelled .././...
LCT.983	-do-	.....	.....	.....	Cancelled .././...
LCT.984	-do-	.....	.....	.....	Cancelled .././...
LCT.985	-do-	.....	.....	.....	Cancelled .././...
LCT.986	-do-	.....	.....	.....	Cancelled .././...
LCT.987	-do-	.....	.....	.....	Cancelled .././...
LCT.988	-do-	.....	.....	.....	Cancelled .././...
LCT.989	-do-	.....	.....	.....	Cancelled .././...
LCT.990	-do-	.....	.....	.....	Cancelled .././...
LCT.991	-do-	.....	.....	.....	Cancelled .././...
LCT.992	-do-	.....	.....	.....	Cancelled .././...
LCT.993	-do-	.....	.....	.....	Cancelled .././...
Ordered .././43					
LCT.994	Fairfield (Chepstow)	.....	.....	.....	
LCT.995	-do-	.....	.....	.....	
LCT.996	-do-	.....	.....	.....	
LCT.997	-do-	.....	.....	.....	
LCT.998	-do-	.....	.....	.....	
LCT.999	-do-	.....	.....	.....	
LCT.1000	-do-	.....	.....	.....	LCG(4).1000 (19..), RNethN (1945/46), sold Metal Industries .././46, arrived Rosyth ../3/46 for scrapping.
LCT.1001	-do-	.....	.....	.....	
LCT.1002	-do-	.....	.....	.....	
LCT.1003	-do-	.....	.....	.....	
LCT.1004	-do-	.....	.....	.....	
LCT.1005	-do-	.....	.....	.....	
Ordered 7/12/42					
LCT.1006	Stockton Construction (Thornaby) (2)	1. 7.43	8. 9.43	23. 9.43	
LCT.1007	-do- (4)	22. 7.43	10. 9.43	10. 9.43	LCG(4).1007 (1944).
LCT.1008	-do- (4)	28. 7.43	14. 9.43	28. 9.43	
LCT.1009	-do- (2)	26. 7.43	21. 9.43	19.10.43	
LCT.1010	-do- (3)	24. 8.43	9.10.43	30.10.43	
LCT.1011	-do- (3)	4. 8.43	28. 9.43	15.10.43	
LCT.1012	-do- (5)	3. 8.43	25. 9.43	8.10.43	NSC(E).1012 (19..), NSC(L).116 (19..)? AIR 1F (19..)? WHIMBREL (19..).
LCT.1013	-do- (2)	12. 8.43	30. 9.43	27.10.43	MRC.1013 (19..), RLN (1966).
LCT.1014	-do- (5)	2. 9.43	8.10.43	21.10.43	Sold T W Ward .././46, arrived Briton Ferry 23/1/47 for scrapping.
LCT.1015	-do- (2)	10. 9.43	19.10.43	10.11.43	MRC.1015 (19..); for disposal .././66.
LCT.1016	-do- (4)	7. 9.43	25.10.43	9.11.43	
LCT.1017	-do- (2)	23. 9.43	4.11.43	22.11.43	
LCT.1018	-do- (3)	9. 9.43	18.10.43	2.11.43	
LCT.1019	-do- (5)	21. 9.43	28.10.43	15.11.43	
LCT.1020	-do- (4)	25. 9.43	8.11.43	23.11.43	
LCT.1021	-do- (3)	4.10.43	24.11.42	8.12.43	Sold J Cashmore .././47, arrived Newport 30/3/47 for scrapping.
LCT.1022	-do- (2)	21. 9.43	11.11.43	25.11.43	Wrecked off Dungeness 17/11/44.
LCT.1023	-do- (5)	2.10.43	14.11.43	30.11.43	MRC.1023 (19..); lost cause & place unknown 23/7/44 & written-off as constructive total loss; for disposal .././66?
LCT.1024	-do- (4)	4.10.43	18.11.43	7.12.43	
LCT.1025	-do- (3)	12.10.43	26.11.43	15.12.43	
LCT.1026	-do- (5)	20.10.43	27.11.43	14.12.43	
LCT.1027	-do- (4)	21.10.43	3.12.43	23.12.43	
LCT.1028	-do- (3)	28.10.43	11.12.43	31.12.43	
LCT.1029	-do- (2)	21.10.43	7.12.43	23.12.43	Explosion—probably mined—Skegness 16/1/44.
LCT.1030	-do- (5)	9.11.43	23.12.43	12. 1.44	
LCT.1031	-do- (4)	10.11.43	31.12.43	19. 1.44	Mercantile <i>Moesi</i> (1947)?

LCT.1032	-do- (3)	31.10.43	16.12.43	11. 1.44	
LCT.1033	-do- (3)	4.11.43	20.12.43	18. 1.44	
LCT.1034	-do- (5)	19.11.43	15. 1.44	31. 1.44	
LCT.1035	-do- (4)	20.11.43	20. 1.44	3. 2.44	
LCT.1036	-do- (2)	25.11.43	11. 1.44	1. 2.44	Mercantile <i>Nag Hamadi</i> (1949).
LCT.1037	-do- (3)	30.11.43	24. 1.44	11. 2.43	
Ordered .././43					
LCT.1038	Motherwell Bridge (Meadowside)	.....	.....	.....	
LCT.1039	-do-	.....	.....	.....	Lost cause & place unknown 5/8/44 & written-off as constructive total loss.
LCT.1040	-do-	.....	.....	.....	
LCT.1041	-do-	.....	.....	.....	
LCT.1042	-do-	.....	.....	.....	
LCT.1043	-do-	.....	.....	.....	
LCT.1044	-do-	.....	.....	.....	
LCT.1045	-do-	.....	.....	.....	Foundered in tow English Channel 25/10/44.
LCT.1046	MacLellan (Bo'ness)	.....	.....	.....	
LCT.1047	-do-	.....	.....	.....	
LCT.1048	-do-	.....	.....	.....	Mercantile <i>Glenfinnan</i> (19..), <i>Pracaxa</i> (1954).
LCT.1049	-do-	.....	.....	.....	
LCT.1050	-do-	.....	.....	.....	
LCT.1051	-do-	.....	.....	.....	
LCT.1052	-do-	.....	.....	.....	LCG(L).26 (19..).
LCT.1053	-do-	.....	.....	.....	
LCT.1054	-do-	.....	.....	.....	
LCT.1055	-do-	.....	.....	.....	RNethN LT.104 (1946), L.9610 (19..).
LCT.1056	-do-	.....	.....	.....	
LCT.1057	-do-	.....	.....	.....	
LCT.1058	-do-	.....	.....	.....	
LCT.1059	-do-	.....	.....	.....	
LCT.1060	-do-	.....	.....	.....	RASC (1946), AKYAB (i) (1961); sold 11/1/72.
LCT.1061	-do-	.....	.....	.....	
Ordered 20/1/43					
LCT.1062	Tees-Side Bridge (Middles- brough)	.....	11.10.43	.....	LCG(4).1062 (1944).
LCT.1063	-do-	.....	13.10.43	.....	
LCT.1064	-do-	.....	15.10.43	.....	LCT(R).1064 (19..), NSC(L).127 (19..).
LCT.1065	-do-	.....	26.10.43	.....	
LCT.1066	-do-	.....	27.10.43	.....	
LCT.1067	-do-	.....	28.10.43	.....	
LCT.1068	-do-	.....	30.10.43	.....	Accidental gunfire Stokes Bay 4/6/47 & foundered two days later.
LCT.1069	-do-	.....	9.11.43	.....	
LCT.1070	-do-	.....	11.11.43	.....	
LCT.1071	-do-	.....	25.11.43	.....	NSC(L).117 (19..).
LCT.1072	-do-	.....	26.11.43	.....	
LCT.1073	-do-	.....	29.11.43	.....	
LCT.1074	-do-	.....	10.12.43	.....	Mined English Channel 25/8/44.
LCT.1075	-do-	.....	11.12.43	.....	
LCT.1076	-do-	.....	24.12.43	.....	Foundered place unknown 5/8/44.
LCT.1077	-do-	.....	28.12.43	.....	
LCT.1078	-do-	.....	8. 1.44	.....	
LCT.1079	-do-	.....	10. 1.44	.....	
Ordered 16/2/43					
LCT.1080	Stockton Construction (Thornaby) (5)	4. 1.44	15. 2.44	4. 3.44	
LCT.1081	-do- (3)	10. 1.44	13. 3.44	27. 3.44	
LCT.1082	-do- (5)	20. 1.44	23. 2.44	14. 3.44	
LCT.1083	-do- (4)	22. 1.44	3. 3.44	21. 3.44	
LCT.1084	-do- (2)	13. 1.44	29. 2.44	20. 3.44	
LCT.1085	-do- (3)	14. 2.44	29. 3.44	15. 4.44	
LCT.1086	-do- (5)	1. 2.44	9. 3.44	28. 3.44	
LCT.1087	-do- (2)	27. 1.44	22. 3.44	4. 4.44	
LCT.1088	-do- (4)	8. 2.44	21. 3.44	5. 4.44	
LCT.1089	-do- (2)	6. 2.44	24. 3.44	17. 4.44	
LCT.1090	-do- (3)	26. 2.44	18. 4.44	28. 4.44	
LCT.1091	-do- (3)	20. 3.44	27. 5.44	12. 6.44	
Ordered .././43					
LCT.1092	Arrol (Alloa)	.....	.....44	.....	Foundered in tow place unknown 10/8/44.

LCT.1093	-do-	.....	.....44	.....	
LCT.1094	-do-	.....	.....44	.....	
LCT.1095	-do-	.....	.....44	.....	
LCT.1096	-do-	.....	.....44	.....	
LCT.1097	-do-	.....	.....44	.....	MRC.1097 (19..); for disposal .././66.
LCT.1098	-do-	.....	.....44	.....	MRC.1098 (19..); for disposal .././66.
LCT.1099	-do-	.....	.....44	.....	
Ordered 5/4/43					
LCT.1100	Stockton Construction (Thornaby) (4)	17. 2.44	13. 4.44	26. 4.44	MRC.1100 (19..), CANNA (19..); for disposal ../10/67.
LCT.1101	-do- (2)	28. 2.44	21. 4.44	4. 5.44	
LCT.1102	-do- (5)	19. 2.44	27. 4.44	5. 5.44	
LCT.1103	-do- (4)	5. 3.44	10. 5.44	19. 5.44	
LCT.1104	-do- (3)	27. 3.44	15. 6.44	28. 6.44	
LCT.1105	-do- (3)	17. 4.44	24. 6.44	11. 7.44	
Ordered .././43					
LCT.1106	A Findlay (Old Kilpatrick)	.....	.....44	.....	
LCT.1107	-do-	.....	.....44	.....	
LCT.1108	Arrol (Alloa)	.....	30. 3.44	.....	
LCT.1109	-do-	.....	6. 4.44	.....	MRC.1109 (19..), MEDWAY (19..); for disposal .././68.
LCT.1110	A Findlay (Old Kilpatrick)	.....	.....44	.....	MRC.1110 (19..), SIMBANG (19..).
LCT.1111	-do-	.....	.....44	.....	RASC (1946), ALGIERS (1961); sold 18/6/61.
LCT.1112	-do-	.....	.....44	.....	
LCT.1113	-do-	.....	.....44	.....	
LCT.1114	-do-	.....	.....44	.....	
LCT.1115	-do-	.....	.....44	.....	
LCT.1116	-do-	.....	.....44	.....	
LCT.1117	-do-	.....	.....44	.....	RIN LCT(4).4117 (19..); discarded 1957.
Ordered 5/4/43					
LCT.1118	Tees-Side Bridge (Middles- brough)	.....	23. 1.44	.....	LCG(L).29 (1945).
LCT.1119	-do-	.....	11. 1.44	.....	MRC.1119 (19..); for disposal .././66.
LCT.1120	-do-	.....	26. 1.44	.....	MRC.1120 (19..), mercantile <i>Topmast 20</i> (1977), <i>Scenb 1</i> (1978), <i>Metric Vulture</i> (1982), <i>Recovery</i> (1990).
LCT.1121	-do-	.....	25. 1.44	.....	NSC(L).1 (19..).
LCT.1122	-do-	.....	8. 2.44	.....	MRC.1122 (19..), Ghanaian Navy ASUANTSI (1965).
LCT.1123	-do-	.....	10. 2.44	.....	
Ordered 25/5/43					
LCT.1124	Tees-Side Bridge (Middles- brough) (2)	.....	21. 3.44	.....	
LCT.1125	-do- (2)	.....	1. 3.44	.....	
LCT.1126	-do- (2)	.....	23. 3.44	.....	
LCT.1127	-do- (2)	.....	6. 4.44	.....	
LCT.1128	-do- (2)	.....	7. 4.44	.....	RNethN LT.3 (1946); returned .././46.
LCT.1129	-do- (2)	.....	25. 4.44	.....	NSC(L).121 (19..).
LCT.1130	-do- (2)	.....	10. 5.44	.....	RNethN (1945/46), NSC(L).95 (19..), AIR 3F (19..).
LCT.1131	-do- (2)	.....	24. 5.44	.....	
LCT.1132	-do- (2)	.....	18. 6.44	.....	
LCT.1133	-do- (2)	.....	11. 7.44	.....	Lost cause unknown Walcheren area 2/11/44.
LCT.1134	-do- (2)	.....	26. 7.44	.....	
LCT.1135	-do- (2)	.....	.....	.....	Cancelled .././45.
Ordered .././43					
LCT.1136	Fairfield (Chepstow)	.....	.....44	.....	RNethN LT.4 (1946, LT.105 (1946). L.9611 (19..).
LCT.1137	-do-	.....	.....44	.....	
LCT.1138	-do-	.....	.....44	.....	
LCT.1139	-do-	.....	.....44	.....	
LCT.1140	-do-	.....	.....44	.....	
LCT.1141	-do-	.....	.....44	.....	
LCT.1142	-do-	.....	.....44	.....	
LCT.1143	-do-	.....	.....44	.....	
Ordered 25/5/43					
LCT.1144	Stockton Construction (Thornaby) (4)	22. 3.44	22. 5.44	5. 6.44	
LCT.1145	-do- (2)	20. 3.44	16. 5.44	27. 5.44	
LCT.1146	-do- (2)	17. 4.44	5. 7.44	24. 7.44	
LCT.1147	-do- (3)	5. 5.44	11. 7.44	28. 7.44	
LCT.1148	-do- (3)	6. 5.44	15. 7.44	29. 7.44	
LCT.1149	-do- (2)	6. 5.44	27. 7.44	13. 9.44	

LCT.1150	-do- (4)	30. 3.44	5. 6.44	17. 6.44	
LCT.1151	-do- (5)	1. 4.44	10. 6.44	26. 6.44	
LCT.1152	-do- (3)	25. 5.44	1. 9.44	6.10.44	
LCT.1153	-do- (4)	28. 4.44	20. 6.44	4. 7.44	RNethN LT.103 (1946), L.9609 (i) (19..).
LCT.1154	-do- (5)	1. 5.44	30. 6.44	18. 7.44	
LCT.1155	-do- (2)	16. 6.44	21. 9.44	21.10.44	
LCT.1156	-do- (3)	8. 6.44	9. 9.44	14.10.44	
LCT.1157	-do- (4)	23. 5.44	20. 7.44	31. 8.44	
Ordered .././43					
LCT.1158	Fairfield (Chepstow)	.....	.....44	.....	
LCT.1159	-do-	.....	.....44	.....	
LCT.1160	-do-	.....	.....44	.....	
LCT.1161	-do-	.....	.....44	.....	
Ordered .././43					
LCT.1162	Arrol (Alloa)	.....	.....	.....	
LCT.1163	-do-	.....	.....	.....	
LCT.1164	-do-	.....	.....	.....	
LCT.1165	-do-	.....	.....	.....	
LCT.1166	-do-	.....	.....	.....	
LCT.1167	-do-	.....	.....	.....	
LCT.1168	-do-	.....	.....	.....	
LCT.1169	-do-	.....	.....	.....	
LCT.1170	A Findlay (Old Kilpatrick)	.....	.....	.....	
LCT.1171	-do-	.....	.....	.....	Lost cause & place unknown 23/10/44.
LCT.1172	-do-	.....	.....	.....	
LCT.1173	-do-	.....	.....	.....	
LCT.1174	-do-	.....	.....	.....	
LCT.1175	-do-	.....	.....	.....	
LCT.1176	-do-	.....	.....	.....	
LCT.1177	-do-	.....	.....	.....	
LCT.1178	-do-	.....	.....	.....	
Ordered .././43					
LCT.1178	Lagan (Belfast)	.....	.....	.....	
LCT.1180	-do-	.....	.....	.....	
LCT.1181	-do-	.....	.....	.....	
LCT.1182	-do-	.....	.....	.....	
LCT.1183	-do-	.....	.....	.....	
LCT.1184	-do-	.....	.....	.....	
LCT.1185	-do-	.....	.....	.....	
LCT.1186	-do-	.....	.....	.....	LCT(4).407 (19..).
LCT.1187	-do-	.....	.....	.....	
LCT.1188	-do-	.....	.....	.....	
LCT.1189	-do-	.....	.....	.....	
LCT.1190	-do-	.....	.....	.....	
LCT.1191	-do-	.....	.....	.....	Cancelled .././...
LCT.1192	-do-	.....	.....	.....	Cancelled .././...
LCT.1193	-do-	.....	.....	.....	Cancelled .././...
LCT.1194	-do-	.....	.....	.....	Cancelled .././...
LCT.1195	Warrenpoint Shipyard	.....	.....	.....	
LCT.1196	-do-	.....	.....	.....	
LCT.1197	-do-	.....	.....	.....	
LCT.1198	-do-	.....	.....	.....	
LCT.1199	-do-	.....	.....	.....	
LCT.1200	-do-	.....	.....	.....	
LCT.1201	-do-	.....	.....	.....	
LCT.1202	-do-	.....	.....	.....	LCT(4).408 (19..); for disposal 1966.
LCT.1203	-do-	.....	.....	.....	
LCT.1204	-do-	.....	.....	.....	RASC (1946), ARNHEIM (1961); sold ../9/59.
LCT.1205	-do-	.....	.....	.....	
LCT.1206	-do-	.....	.....	.....44	Mercantile <i>Amfreville</i> (19..), <i>Redfish</i> (19..), <i>Ivindo</i> (1988).
LCT.1207	-do-	.....	.....	.....	Cancelled .././...
LCT.1208	-do-	.....	.....	.....	Cancelled .././...
LCT.1209	-do-	.....	.....	.....	Cancelled .././...
LCT.1210	-do-	.....	.....	.....	Cancelled .././...
Ordered 31/7/43					
LCT.1211	Stockton Construction (Thornaby) (4)	29. 6.44	30. 9.44	28.10.44	
LCT.1212	-do- (2)	4. 9.44	13.11.44	18.12.44	RASC ADC.1212 (19..).

LCT.1213	-do- (4)	25. 5.44	26. 8.44	30. 9.44	
LCT.1214	-do- (3)	7. 7.44	9.10.44	8.11.44	
LCT.1215	-do- (4)	17. 7.44	19.10.44	23.11.44	RASC ADC.1215 (19..).
LCT.1216	-do- (5)	28. 7.44	2.11.44	4.12.44	Mercantile <i>Halva</i> (1947).
LCT.1217	A Findlay (Old Kilpatrick) (5)	.....	.....44	30. 6.45	
LCT.1218	Stockton Construction (Thornaby) (3)	21. 9.44	26.11.44	23.12.44	
LCT.1219	-do- (4)	11. 9.44	5.11.44	13. 1.45	
LCT.1220	-do- (4)	24.10.44	19. 1.45	8. 3.45	LCT(4).403 (19..), RAF (19..); for disposal .././66.
LCT.1221	-do- (3)	11.10.44	30.12.44	19. 2.45	LCT(4).404 (19..).
LCT.1222	-do- (5)	6.10.44	15.11.44	6. 2.45	
LCT.1223	-do- (4)	4.11.44	14. 2.45	12. 3.45	
LCT.1224	-do- (3)	15.11.44	3. 3.45	29. 3.45	
LCT.1225	A Findlay (Old Kilpatrick) (2)	.....	.....44	26.12.44	
LCT.1226	-do- (2)	.....	.....44	6. 4.45	
Ordered .././43					
LCT.1227	MacLellan (Bo'ness)	.....	.....	.....	
LCT.1228	-do-	.....	.....	.....	
LCT.1229	-do-	.....	.....	.....	
LCT.1230	-do-	.....	.....	.....	
LCT.1231	-do-	.....	.....	.....	
LCT.1232	-do-	.....	.....	.....	
LCT.1233	-do-	.....	.....	.....	
LCT.1234	-do-	.....	.....	.....	
LCT.1235	-do-	.....	.....	.....	
LCT.1236	-do-	.....	.....	.....	
LCT.1237	Motherwell Bridge (Meadow- side)	.....	.....	.....	RNethN LT.106 (1946), L.9612 (19..).
LCT.1238	-do-	.....	.....	.....	Mined River Irrawaddi 2/5/45.
LCT.1239	-do-	.....	.....	.....	
LCT.1240	-do-	.....	.....	.....	
LCT.1241	-do-	.....	.....	.....44	Mercantile <i>Kwok Luen</i> (19..), <i>San Manuel</i> (19..), <i>ISA 6</i> (1952).
LCT.1242	-do-	.....	.....	.....	
LCT.1243	-do-	.....	.....	.....	
LCT.1244	-do-	.....	.....	.....	
Ordered .././43					
LCT.1245	See (9)	.....	.....	.....	
LCT.1246	-do-	.....	.....	.....	
LCT.1247	-do-	.....	.....	.....	
LCT.1248	-do-	.....	.....	.....	
LCT.1249	-do-	.....	.....	.....	
LCT.1250	-do-	.....	.....	.....	
LCT.1251	-do-	.....	.....	.....	
LCT.1252	-do-	.....	.....	.....	
LCT.1253	-do-	.....	.....	.....	
LCT.1254	-do-	.....	.....	.....	
LCT.1255	-do-	.....	.....	.....	
LCT.1256	-do-	.....	.....	.....	
LCT.1257	See (10)	.....	.....	.....	
LCT.1258	-do-	.....	.....	.....	
LCT.1259	-do-	.....	.....	.....	
LCT.1260	-do-	.....	.....	.....	
LCT.1261	-do-	.....	.....	.....	
LCT.1262	-do-	.....	.....	.....	
LCT.1263	-do-	.....	.....	.....	
LCT.1264	-do-	.....	.....	.....	
LCT.1265	-do-	.....	.....	.....	
LCT.1266	-do-	.....	.....	.....	
LCT.1267	-do-	.....	.....	.....	
LCT.1268	-do-	.....	.....	.....	RNethN L.9607 (ii) (1951).
Ordered .././43					
LCT.1269	Fairfield (Chepstow)	.....	.....	.....	
LCT.1270	-do-	.....	.....	.....	
LCT.1271	-do-	.....	.....	.....	
LCT.1272	-do-	.....	.....	.....	
LCT.1273	-do-	.....	.....	.....	
LCT.1274	-do-	.....	.....	.....	For disposal .././66.

Ordered 5/10/43

LCT.1275	Stockton Construction (Thornaby) (4)	7.12.44	24. 2.45	23. 3.45	RASC ADC.1275 (19..).
LCT.1276	-do- (3)	27.11.44	26. 3.45	28. 4.45	
LCT.1277	-do- (5)	27.12.44	13. 3.45	19. 4.45	
LCT.1278	-do- (3)	4. 1.45	28. 3.45	16. 5.45	
LCT.1279	-do- (5)	5. 2.45	24. 4.45	2. 6.45	
LCT.1280	-do- (3)	16. 2.45	7. 5.45	19. 6.45	
LCT.1281	-do-	.....	.....	.....	Cancelled 11/7/45.
LCT.1282	-do-	.....	.....	.....	Cancelled 11/7/45.
LCT.1283	A Findlay (Old Kilpatrick) (4)	.....	15. 2.45	45	For disposal .././66.
LCT.1284	Stockton Construction (Thornaby)	.....	.....	.....	Cancelled .././...
LCT.1285	A Findlay (Old Kilpatrick) (4)	.....	19. 1.45	45	
LCT.1286	-do- (4)	.....	22. 1.45	45	NSC(L).125 (19..).
LCT.1287	-do- (2)	.....	19. 3.45	45	RASC ADC.1287 (19..).
LCT.1288	-do- (2)	.....	..... 5.45	45	
LCT.1289	-do- (2)	.....	..... 3.45	45	
LCT.1290	-do- (2)	.....	..... 6.45	45	

Ordered .././43

LCT.1291	Motherwell Bridge (Meadow- side)	.....	.....	.....	
LCT.1292	-do-	.....	.....	.....	
LCT.1293	-do-	.....	.....	.....	RHN ANAFI (19..).
LCT.1294	-do-	.....	.....	.....	RIN LCT(4).4294 (1949), tender (1968).
LCT.1295	-do-	.....	.....	.....	
LCT.1296	-do-	.....	.....	.....	

Ordered 4/10/43

LCT.1297	Tees-Side Bridge (Middles- brough)	.....	31. 8.44	.....	RHN THIRA (19..).
LCT.1298	-do-	.....	15. 9.44	.....	RIN LCT(4).4298 (19..); discarded .././57.
LCT.1299	-do-	.....	29. 9.44	.....	
LCT.1300	-do-	.....	15.10.44	.....	RHN MILOS (19..).
LCT.1301	-do-	.....	29.10.44	.....	RHN AMORGOS (19..).
LCT.1302	-do-	.....	21.12.44	.....	RNethN L.9608 (ii) (1951).
LCT.1303	-do-	.....	19. 1.45	.....	NSC(L).106 (19..).
LCT.1304	-do-	.....	15. 2.45	.....	
LCT.1305	-do-	.....	2. 3.45	.....	NSC(L).107 (1947), SDSL (1958), mercantile <i>Ace</i> (1963); sold J Sullivan .././71, arrived Bedhampton .././72 for scrapping?
LCT.1306	-do-	.....	13. 3.45	.....	NSC(L).108 (1947).
LCT.1307	-do-	.....	.....	.....	Cancelled 10/7/45.
LCT.1308	-do-	.....	.....	.....	Cancelled 10/7/45.
LCT.1309	MacLellan (Bo'ness) (1)	.....	.....44	44	
LCT.1310	-do- (1)	.....	.....44	44	RIN LCT(4).4310 (19..).
LCT.1311	-do- (1)	.....	.....44	44	
LCT.1312	-do- (1)	.....	.....44	44	Nigerian Navy LOKOJA (1965).
LCT.1313	-do- (1)	.....	.....44	44	
LCT.1314	-do- (1)	.....	.....44	44	
LCT.1315	Arrol (Alloa)	.....	.....	.....	
LCT.1316	-do-	.....	.....	.....	
LCT.1317	-do-	.....	.....	.....	
LCT.1318	-do-	.....	.....	.....	
LCT.1319	-do-	.....	.....	.....	
LCT.1320	-do-	.....	.....	.....	

Ordered 14/10/43

LCT.1321	Stockton Construction (Thornaby) (2)	.....	.....	.....	Cancelled 11/7/45.
LCT.1322	-do- (2)	.....	.....	.....	Cancelled 11/7/45.

Ordered 22/11/43

LCT.1323	Tees-Side Bridge (Middles- brough)	.....	28. 3.45	.....	
LCT.1324	-do-	.....	17. 4.45	.....	
LCT.1325	-do-	.....	10. 5.45	.....	
LCT.1326	-do-	.....	16. 5.45	.....	
LCT.1327	-do-	.....	.....	.....	Cancelled 7/4/45.
LCT.1328	-do-	.....	.....	.....	Cancelled 7/4/45.
LCT.1329	Arrol (Alloa)	.....	.....	.....	
LCT.1330	-do-	.....	.....	.....	
LCT.1331	-do-	.....	.....	.....	

LCT.1332	-do-	.....	.....	.....	
LCT.1333	-do-	.....	.....	.....	
LCT.1334	-do-	.....	.....	.....	
LCT.1335	-do-	.....	.....	.....	
LCT.1336	-do-	.....	.....	.....	
Ordered 13/1/44					
LCT.1337	Stockton Construction (Thornaby) (5)	28. 3.45	28. 8.45	.....	Sold incomplete .././..
LCT.1338	-do-	.....	.....	.....	Cancelled 7/4/45.
LCT.1339	-do-	.....	.....	.....	Cancelled 7/4/45.
LCT.1340	-do-	.....	.....	.....	Cancelled 7/4/45.
Ordered .././44					
LCT.1341	Motherwell Bridge (Meadow- side)	.....	.....	.....	
LCT.1342	-do-	.....	.....	.....	
LCT.1343	-do-	.....	.....	.....	
LCT.1344	-do-	.....	.....	.....	
LCT.1345	-do-	.....	.....	.....	
LCT.1346	-do-	.....	.....	.....45	Qatari (19..).
LCT.1347	Fairfield (Chepstow)	.....	.....	.....	
LCT.1348	-do-	.....	.....	.....	
LCT.1349	-do-	.....	.....	.....	
LCT.1350	-do-	.....	.....	.....	
LCT.1351	-do-	.....	.....	.....	
LCT.1352	-do-	.....	.....	.....	
LCT.1353	MacLellan (Bo'ness)	.....	.....	.....	Cancelled .././...
LCT.1354	-do-	.....	.....	.....	Cancelled .././...
LCT.1355	-do-	.....	.....	.....	Cancelled .././...
LCT.1356	-do-	.....	.....	.....	Cancelled .././...
LCT.1357	Arrol (Alloa)	.....	.....	.....	
LCT.1358	-do-	.....	.....	.....	RIN LCT(4).4358 (19..); discarded .././57.
LCT.1359	-do-	.....	.....	.....	
LCT.1360	-do-	.....	.....	.....	RIN LCT(4).4360 (19..); discarded .././57.
LCT.1361	-do-	.....	.....	.....	
LCT.1362	-do-	.....	.....	.....	
LCT.1363	-do-	.....	.....	.....	
LCT.1364	-do-	.....	.....	.....	
LCT.1365	Stockton Construction (Thornaby) (4)	.....	.....	.....	Cancelled 11/7/45.
LCT.1366	-do- (4)	.....	.....	.....	Cancelled 11/7/45.
LCT.1367	-do- (4)	.....	.....	.....	Cancelled 11/7/45.
LCT.1368	-do- (4)	.....	.....	.....	Cancelled 11/7/45.

Machinery contracts:

Name	Builder	Laid down	Launched	Completed	Fate
Ordered .././43					
LCT.7001	A Findlay (Old Kilpatrick)	.....	.....	.....44	
LCT.7002	-do-	.....	.....	.....	
LCT.7003	-do-	.....	.....	.....	
LCT.7004	-do-	.....	.....	.....	
LCT.7005	-do-	.....	.....	.....	
LCT.7006	Redpath Brown (Meadowside)	.....	.....	.....	Mercantile <i>Marvic</i> (19..).
LCT.7007	-do-	.....	.....	.....	
LCT.7008	-do-	.....	.....	.....	Mercantile <i>Billiton I</i> (19..).
LCT.7009	-do-	.....	.....	.....	
LCT.7010	-do-	.....	.....	.....	
LCT.7011	-do-	.....	.....	.....	Lost cause unknown Walcheren area 2/11/44.
LCT.7012	-do-	.....	.....	.....	
LCT.7013	-do-	.....	.....	.....	NSC(L).105 (1947), SWBC.2 (1957); expended as RAF bombing target place unknown .././73.
LCT.7014	Arrol (Meadowside)	.....	12. 6.44	.....	Foundered stress of weather Land's End 18-19/10/44.
LCT.7015	-do-	.....	30. 6.44	.....	Foundered stress of weather Land's End 18-19/10/44.
LCT.7016	-do-	.....	12. 7.44	.....	
LCT.7017	-do-	.....	7. 8.44	.....	
LCT.7018	Redpath Brown (Meadowside)	.....	.....	.....	
LCT.7019	-do-	.....	.....	.....	
LCT.7020	-do-	.....	.....	.....	

LCT.7021	-do-				Sold East African Railways & Harbours (1951).
LCT.7022	-do-				
LCT.7023	-do-				
LCT.7024	-do-				
LCT.7025	-do-				
LCT.7026	-do-				
LCT.7027	-do-				Sold East African Railways & Harbours (1951).
LCT.7028	-do-				
LCT.7029	-do-				
LCT.7030	-do-				
LCT.7031	-do-			44	RNethN LT.5 (1946), L.9601 (1946).
LCT.7032	-do-				
LCT.7033	-do-				RNethN LT.6 (1946), L.9602 (1946).
Ordered .././43					
LCT.7034	White (Cowes)				
LCT.7035	Thornycroft (Woolston)				
LCT.7036	J Lewis (Aberdeen)				
LCT.7037	Cook, Welton & Gemmell (Beverley)				RNethN (1945/46).
LCT.7038	-do-				
LCT.7039	Hall Russell (Aberdeen)				
LCT.7040	-do-				
LCT.7041	-do-				
LCT.7042	-do-				Cancelled .././...
LCT.7043	Cammell Laird (Birkenhead)				
LCT.7044	-do-				
LCT.7045	-do-				
LCT.7046	-do-				
LCT.7047	-do-				
LCT.7048	-do-				
LCT.7049	-do-				
LCT.7050	-do-				
LCT.7051	Smiths Dock (Middlesbrough)				
LCT.7052	-do-				RNethN (1945/46).
LCT.7053	-do-				RNethN (1945/46).
LCT.7054	-do-				
LCT.7055	-do-				
LCT.7056	-do-				
LCT.7057	Pickersgill (Southwick)				Lost cause & place unknown 16/7/44.
LCT.7058	-do-				
LCT.7059	-do-				
LCT.7060	-do-				
LCT.7061	-do-				
LCT.7062	-do-				
LCT.7063	Blyth Dry Dock	17.12.43	44	3. 4.44	
LCT.7064	-do-	20. 1.44	44	18. 4.44	
LCT.7065	Thompson (Sunderland)				
LCT.7066	-do-				
LCT.7067	Doxford (Sunderland)				
LCT.7068	-do-				
LCT.7069	Hawthorn Leslie (Hebburn)		22. 3.44	27. 3.44	NSC(L).... (1945).
LCT.7070	-do-		29. 3.44	44	
LCT.7071	-do-				
LCT.7072	-do-				NSC(L).1012 (19..), WHIMBREL (A.179 – 19..).
LCT.7073	-do-				
LCT.7074	-do-		4. 4.44	6. 4.44	NSC(L).19 (1945), mercantile <i>Landfall</i> (1948).
LCT.7075	Swan Hunter & Wigham Richardson (Wallsend)			23. 3.44	
LCT/7076	-do-			30. 3.44	Sold Etheredges Transport (1945).
LCT.7077	-do-			3. 4.44	Sold Etheredges Transport (1945).
LCT.7078	-do-			7. 4.44	
LCT.7079	-do-			25. 4.44	Sold Etheredges Transport (1945).
LCT.7080	Austin (Sunderland)				
LCT/7081	Short (Sunderland)				
LCT.7082	Vickers-Armstrongs (Barrow)				
LCT.7083	-do-				
LCT.7084	-do-				
LCT.7085	-do-				

LCT.7086	-do-	.....	.....	.....	
LCT.7087	-do-	.....	.....	.....	
LCT.7088	-do-	.....	.....	.....	
LCT.7089	-do-	.....	.....	.....	Wrecked Boulogne 6/12/44.
LCT.7090	Vickers-Armstrongs (Walker)	.....	.....	.....	
LCT.7091	-do-	.....	.....	.....	
LCT.7092	-do-	.....	.....	.....	
LCT.7093	-do-	.....	.....	.....	RNethN (1945/46).
LCT.7094	-do-	.....	.....	.....	
LCT.7095	-do-	.....	.....	.....	
LCT.7096	C Hill (Bristol)				
LCT.7097	Swan Hunter & Wigham Richardson (Wallsend)	.....	.....	13. 3.44	
LCT.7098	-do-	.....	.....	24. 3.44	Sold Etheredges Transport (1945).
LCT.7099	-do-	.....	.....	31. 3.44	Sold Etheredges Transport (1945).
LCT.7100	-do-	.....	.....	31. 3.44	Sold Etheredges Transport (1945).
LCT.7101	Furness (Haverton Hill)	.....	.....	.....	
LCT.7102	-do-	.....	.....	.....	
LCT.7103	-do-	.....	.....	.....	
LCT.7104	-do-	.....	.....	.....	
LCT.7105	J Lewis (Aberdeen)	.....	.....	.....	
Ordered .././43					
LCT.7106	A Findlay (Old Kilpatrick)	.....	.....	.....	Cancelled .././...
LCT.7107	-do-	.....	.....	.....	Cancelled .././...
LCT.7108	-do-	.....	.....	.....	Cancelled .././...
LCT.7109	-do-	.....	.....	.....	Cancelled .././...
LCT.7110	-do-	.....	.....	.....	Cancelled .././...
LCT.7111	-do-	.....	.....	.....	Cancelled .././...
LCT.7112	-do-	.....	.....	.....	Cancelled .././...
LCT.7113	-do-	.....	.....	.....	Cancelled .././...
LCT.7114	-do-	.....	.....	.....	Cancelled .././...
LCT.7115	-do-	.....	.....	.....	Cancelled .././...
LCT.7116	-do-	.....	.....	.....	Cancelled .././...
LCT.7117	-do-	.....	.....	.....	Cancelled .././...
LCT.7118	Redpath Brown (Meadowside)	.....	.....	.....	RNethN LT.7 (19..), L.9603 (1946), mercantile (1962).
LCT.7119	-do-	.....	.....	.....	
LCT.7120	-do-	.....	.....	.....	
LCT.7121	-do-	.....	.....	.....	RNethN LT.8 (19..), L.9604 (1946); discarded .././53.
LCT.7122	Arrol (Meadowside)	.....	30. 1.45	.....	RNethN LT.9 (19..), L.9605 (1946); discarded .././53.
LCT.7123	-do-	.....	9. 2.45	.....	
LCT.7124	-do- (6)	.....	27. 3.45	.....	
LCT.7125	-do- (6)	.....	30. 3.45	.....	RNethN LT.10 (19..), L.9606 (1945).

Machinery contracts:

Name	Builder	Laid down	Launched	Completed	Fate
Ordered 7/4//44					
LCT.4001	Stockton Construction (Thornaby) (2)	11. 3.45	27. 7.45	45	REDOUBT (1956), mercantile <i>Dimitris S</i> (1966), <i>Saied</i> (1969).
LCT.4002	-do- (4)	27. 3.45	20. 9.45	45	RASC (1956), AGHEILA (1967).
LCT.4003	-do- (3)	25. 4.45	26.10.45	46	Mercantile <i>Brattheim</i> (1947), <i>Hock Heng</i> (1950), <i>Hock Hai</i> (1951).
LCT.4004	-do- (3)	29. 5.45	24.11.45	 5.47	Mercantile <i>Brattøy</i> (1947), <i>Hock Thai</i> (1950), <i>Poo Leng</i> (1951).
LCT.4005	-do- (2)	5. 6.45	18.12.45	.....	Sold for mercantile conversion .././...
LCT.4006	-do- (4)	29. 6.45	18. 1.46	.....	Sold for mercantile conversion .././...
LCT.4007	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4008	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4009	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4010	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4011	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4012	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4013	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4014	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4015	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4016	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4017	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4018	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4019	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4020	-do- (11)	.....	.....	.....	Cancelled .././45.

LCT.4021	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4022	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4023	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4024	-do- (11)	.....	.....	.....	Cancelled .././45.
LCT.4025	Tees-Side Bridge (Middles- brough)	45	19.11.45	45	Discarded .././60.
LCT.4026	-do-	45	19.12.45	45	Mercantile <i>Aitanga</i> (19..).
LCT.4027	Cleveland Dockyard (Middles- brough)	45	17. 1.46	46	Mercantile <i>Jaco</i> (1950).
LCT.4028	-do-	45	15. 2.46	46	
LCT.4029	-do-	.....	.....	.....	Cancelled .././45.
LCT.4030	-do-	.....	.....	.....	Cancelled .././45.
LCT.4031	-do-	.....	.....	.....	Cancelled .././45.
LCT.4032	-do-	.....	.....	.....	Cancelled .././45.
LCT.4033	-do-	.....	.....	.....	Cancelled .././45.
LCT.4034	Tees-Side Bridge (Middles- brough)	.....	.....	.....	Cancelled .././45.
LCT.4035	-do-	.....	.....	.....	Cancelled .././45.
LCT.4036	-do-	.....	.....	.....	Cancelled .././45.
LCT.4037	Arrol (Alloa)	45	45	45	RAMPART (1956), RASC (1956), AKYAB (ii) (1965), RN RAMPART (19..), mercantile <i>Rampart II</i> (1988).
LCT.4038	-do-	45	45	45	CITADEL (1956), mercantile (name unchanged – 1971).
LCT.4039	-do-	45	45	45	PARAPET (1956), sold .././66.
LCT.4040	-do-	45	45	45	BASTION (1956), Zambian .....(1966).
LCT.4041	-do-	45	45	45	RASC (1956), ABBEVILLE (1965).
LCT.4042	-do-	45	45	45	Discarded .././58.
LCT.4043	-do-	45	45	45	COUNTERGUARD (1956), RMN SRI LANGKAWI (1965).
LCT.4044	-do-	45	45	45	PORTCULLIS (1956); sold H G Pounds .././73, arrived Portsmouth .././73 for scrapping.
LCT.4045	-do-	45	45	45	Discarded .././58.
LCT.4046	-do-	45	45	.....	
LCT.4047	-do-	.....	.....	.....	Cancelled .././...
LCT.4048	-do-	.....	.....	.....	Cancelled .././...
LCT.4049	A Findlay (Old Kilpatrick) (12)	.....	.....	.....	Discarded .././60.
LCT.4050	-do- (12)	.....	.....	.....	Discarded .././60.
LCT.4051	-do- (12)	.....	.....	.....	
LCT.4052	-do- (12)	.....	.....	.....	
LCT.4053	-do- (12)	.....	.....	.....	
LCT.4054	-do- (12)	.....	.....	.....	
LCT.4055	-do- (12)	.....	.....	.....	
LCT.4056	-do- (12)	.....	.....	.....	
LCT.4057	-do- (12)	.....	.....	.....	
LCT.4058	-do- (12)	.....	.....	.....	
LCT.4059	-do- (12)	.....	.....	.....	
LCT.4060	-do- (12)	.....	.....	.....	
LCT.4061	Redpath Brown (Meadowside)	.....	.....	.....	RASC (1956), AUDMER (1965).
LCT.4062	-do-	.....	.....	.....	RASC (1956), AACHEN (1965), mercantile <i>Lillian XXV</i> (1976), <i>Lillian One</i> (1985).
LCT.4063	-do-	.....	.....	.....	RASC (1956), ARDENNES (1965), JAWADA (19..).
LCT.4064	Arrol (Alloa) (6)	.....	.....	.....	SALLYPORT (1956), mercantile <i>Faetra</i> (1966).
LCT.4065	Redpath Brown (Meadowside)	.....	.....	.....	
LCT.4066	-do-	.....	.....	.....	
LCT.4067	-do-	.....	.....	.....	
LCT.4068	-do-	.....	.....	.....	
LCT.4069	-do-	.....	.....	.....	
LCT.4070	-do-	.....	.....	.....	
LCT.4071	-do-	.....	.....	.....	
LCT.4072	-do-	.....	.....	.....	
LCT.4073	MacLellan (Bo'ness)	.....	.....	.....	RASC (1956), ARDENNES (1965), Singaporean Navy CAIRNHILL (1970).
LCT.4074	-do-	.....	.....	.....	RASC (1956), ANTWERP (1965).
LCT.4075	-do-	.....	.....	.....	
LCT.4076	-do-	.....	.....	.....	
LCT.4077	-do-	.....	.....	.....	
LCT.4078	-do-	.....	.....	.....	
LCT.4079	-do-	.....	.....	.....	
LCT.4080	-do-	.....	.....	.....	
LCT.4081	-do-	.....	.....	.....	
LCT.4082	-do-	.....	.....	.....	
LCT.4083	-do-	.....	.....	.....	
LCT.4084	-do-	.....	.....	.....	

LCT.4085	Motherwell Bridge (Meadow-side)	.....	.....	.....	RASC (1956), AGEDABIA (1965).
LCT.4086	-do-	.....	.....	.....	RASC (1956), ARROMANCHES (1965), Singaporean Navy TANGLIN (1970), mercantile <i>Sumber Tunas IV</i> (1988), <i>Sumber Tunas VIII</i> (19..).
LCT.4087		.....	.....	.....	Scrapped incomplete .././...
LCT.4088	-do-	.....	.....	.....	
LCT.4089	-do-	.....	.....	.....	
LCT.4090	-do-	.....	.....	.....	
LCT.4091	-do-	.....	.....	.....	
LCT.4092	-do-	.....	.....	.....	
LCT.4093	-do-	.....	.....	.....	
LCT.4094	-do-	.....	.....	.....	
LCT.4095	-do-	.....	.....	.....	
LCT.4096	-do-	.....	.....	.....	
Ordered .././44					
LCT.4097	Fairfield (Chepstow)	.....	.....	.....	RASC (1956), ANDALNES (1965).
LCT.4098	-do-	.....	.....	.....	Discarded .././60.
LCT.4099	-do-	.....	.....	.....	BUTTRESS (1956), French Navy ISSOLE (1966), Comoro Islands Navy VILLE DE NIMACHOVA (1976); sold .././94.
LCT.4100	-do-	.....	.....	.....	
LCT.4101	-do-	.....	.....	.....	
LCT.4102	-do-	.....	.....	.....	
LCT.4103	A Findlay (Old Kilpatrick)	.....	.....	.....	
LCT.4104	-do-	.....	.....	.....	
LCT.4105	-do-	.....	.....	.....	
Ordered 9/10/44					
LCT.4106	Stockton Construction (Thornaby) (13)	.....	.....	.....	Cancelled .././45.
LCT.4107	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4108	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4109	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4110	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4111	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4112	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4113	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4114	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4115	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4116	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4117	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4118	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4119	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4120	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4121	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4122	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4123	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4124	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4125	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4126	-do- (13)	.....	.....	.....	Cancelled .././45.
LCT.4127	-do- (13)	.....	.....	.....	Cancelled .././45.
Ordered .././44					
LCT.4128	White (Cowes)	.....	.....	.....	RASC (1956), ARREZZO (1965).
LCT.4129	-do-	.....	.....	.....	
LCT.4130	Fairfield (Chepstow)	.....	.....	.....	
LCT.4131	-do-	.....	.....	.....	
LCT.4132	-do-	.....	.....	.....	
LCT.4133	-do-	.....	.....	.....	
LCT.4134	-do-	.....	.....	.....	
LCT.4135	-do-	.....	.....	.....	
LCT.4136	Arrol (Alloa)	.....	.....	.....	Cancelled .././...
LCT.4137	-do-	.....	.....	.....	Cancelled .././...
LCT.4138	-do-	.....	.....	.....	Cancelled .././...
LCT.4139	-do-	.....	.....	.....	Cancelled .././...
LCT.4140	-do-	.....	.....	.....	Cancelled .././...
LCT.4141	-do-	.....	.....	.....	Cancelled .././...
LCT.4142	-do-	.....	.....	.....	Cancelled .././...
LCT.4143	-do-	.....	.....	.....	Cancelled .././...
LCT.4144	-do-	.....	.....	.....	Cancelled .././...
LCT.4145	-do-	.....	.....	.....	Cancelled .././...

LCT.4146	-do-	.....	.....	.....	Cancelled .././...
LCT.4147	-do-	.....	.....	.....	Cancelled .././...
Ordered .././44					
LCT.4148	Warren Point Shipyard	.....	.....	.....	Discarded .././58.
LCT.4149	-do-	.....	.....	.....	
LCT.4150	-do-	.....	.....	.....	
LCT.4151	-do-	.....	.....	.....	
LCT.4152	-do-	.....	.....	.....	
LCT.4153	-do-	.....	.....	.....	
LCT.4154	-do-	.....	.....	.....	
LCT.4155	-do-	.....	.....	.....	
LCT.4156	Lagan (Belfast)	.....	.....	.....	Discarded .././58.
LCT.4157	-do-	.....	.....	.....	
LCT.4158	-do-	.....	.....	.....	
LCT.4159	-do-	.....	.....	.....	
LCT.4160	-do-	.....	.....	.....	
LCT.4161	-do-	.....	.....	.....	
LCT.4162	-do-	.....	.....	.....	
LCT.4163	-do-	.....	.....	.....	
Ordered .././44					
LCT.4164	A Findlay (Old Kilpatrick)	.....	.....	.....	RASC (1956), ARAKAN (ii) (1965), mercantile <i>Sumber Tunas VI</i> (1988).
LCT.4165	-do-	.....	.....	.....	
LCT.4166	-do-	.....	.....	.....	
LCT.4167	-do-	.....	.....	.....	
LCT.4168	-do-	.....	.....	.....	
LCT.4169	-do-	.....	.....	.....	
LCT.4170	-do-	.....	.....	.....	
LCT.4171	-do-	.....	.....	.....	
LCT.4172	-do-	.....	.....	.....	
LCT.4173	-do-	.....	.....	.....	
LCT.4174	-do-	.....	.....	.....	
LCT.4175	-do-	.....	.....	.....	
Ordered 6/1/45					
LCT.4176	Tees-Side Bridge (Middlesbrough)	.....	.....	.....	Cancelled .././45.
LCT.4177	-do-	.....	.....	.....	Cancelled .././45.
LCT.4178	-do-	.....	.....	.....	Cancelled .././45.
LCT.4179	-do-	.....	.....	.....	Cancelled .././45.
LCT.4180	-do-	.....	.....	.....	Cancelled .././45.
LCT.4181	-do-	.....	.....	.....	Cancelled .././45.
LCT.4182	-do-	.....	.....	.....	Cancelled .././45.
LCT.4183	-do-	.....	.....	.....	Cancelled .././45.
LCT.4184	-do-	.....	.....	.....	Cancelled .././45.
LCT.4185	-do-	.....	.....	.....	Cancelled .././45.
LCT.4186	-do-	.....	.....	.....	Cancelled .././45.
LCT.4187	-do-	.....	.....	.....	Cancelled .././45.

Machinery contracts: All LCT(8)s engined by Davey Paxman (Colchester).

Sections supplied by (1) Tees-Side Bridge (Middlesbrough) (2) Cargo Fleet (Stockton) (3) Cleveland Bridge (Darlington) (4) Whessoe Foundry (Darlington) (5) Head Wrightson (Thornaby) (6) Fitted-out by Redpath Brown (Meadowside) (7) Undamaged sections of LCT.137 & LCT.143 joined together (8) Twelve each by W Badger (East Smithfield) and Green & Silley Weir (Blackwall) (9) Six each by W Badger (East Smithfield) and Green & Silley Weir (Blackwall) (10) Six each by Harland & Wolff (North Woolwich) and J Russell (Barking) (11) Sections to be supplied by Cargo Fleet five, Cleveland Bridge seven, Whessoe Foundry three, and Head Wrightson three but in unknown order (12) Sections to be supplied by Cargo Fleet two, Cleveland Bridge four, and Appleby-Frodingham six but in unknown order

Name	Builder	Completed	Fate	Z.12	-do-	7. 4.44	Minesweeper ZZ.12 (1945).
Ordered .././..				Z.13	-do-	5. 7.44	Minesweeper ZZ.13 (1945).
Z.1	(India)	43	Minesweeper ZZ.1 (1945).	Z.14	-do-	5. 7.44	Minesweeper ZZ.14 (1945).
Z.2	-do-		Minesweeper ZZ.2 (1945).	Z.15	(India)	43	Minesweeper ZZ.15 (1945).
Z.3	-do-	43	Minesweeper ZZ.3 (1945).	Z.16	-do-	43	Minesweeper ZZ.16 (1945).
Z.4	-do-	43	Minesweeper ZZ.4 (1945).	Z.17	-do-	43	Minesweeper ZZ.17 (1945).
Z.5	-do-	43	Minesweeper ZZ.5 (1945).	Z.18	-do-	43	Minesweeper ZZ.18 (1945).
Z.6	-do-	43	Minesweeper ZZ.6 (1945).	Z.19	-do-	43	Minesweeper ZZ.19 (1945).
Z.7	-do-	43	Minesweeper ZZ.7 (1945).	Z.20	-do-	43	Minesweeper ZZ.20 (1945).
Z.8	-do-	43	Minesweeper ZZ.8 (1945).	Z.21	-do-	43	Minesweeper ZZ.21 (1945).
Z.9	-do-	43	Minesweeper ZZ.9 (1945).	Z.22	-do-	43	Minesweeper ZZ.22 (1945).
Z.10	-do-	43	Minesweeper ZZ.10 (1945).	Z.23	-do-	43	Minesweeper ZZ.23 (1945).
Z.11	Hooghly Dock (Howrah)	11. 3.44	Minesweeper ZZ.11 (1945).	Z.24	-do-	43	Minesweeper ZZ.24 (1945).
				Z.25	-do-	43	Minesweeper ZZ.25 (1945).

Z.26	-do-	43	Minesweeper ZZ.26 (1945).	Z.44	-do-	43
Z.27	-do-	43	Minesweeper ZZ.27 (1945).	Z.45	-do-	43
Z.28	-do-	43	Minesweeper ZZ.28 (1945).	Z.46	-do-	43
Z.29	-do-	43	Minesweeper ZZ.29 (1945).	Z.47	-do-	43
Z.30	-do-	43	Minesweeper ZZ.30 (1945).	Z.48	-do-	43
Z.31	-do-	43		Z.49	-do-	43
Z.32	-do-	43		Z.50	-do-	43
Z.33	-do-	43		Z.51	-do-	43
Z.34	-do-	43		Z.52	-do-	43
Z.35	-do-	43		Z.53	-do-	43
Z.36	-do-	43		Z.54	-do-	43
Z.37	-do-	43		Z.55	-do-	43
Z.38	-do-	43		Z.56	-do-	43
Z.39	-do-	43		Z.57	-do-	43
Z.40	-do-	43		Z.58	-do-	43
Z.41	-do-	43		Z.59	-do-	43
Z.42	-do-	43		Z.60	-do-	43
Z.43	-do-	43				

Machinery contracts: Gray (Detroit)

Landing Craft Mechanised (LCM)

At the outbreak of the war the only craft possessed by the Royal Navy that could land a tank were the LCM(1)s which were then building. These craft were essentially powered pontoons with bullet-proof bulwarks, and propelled by twin screws. The cox'un was placed in a bullet-proof conning position right aft, at the level of the tank deck, and consequently had rather restricted vision forward.

The LCM(2)s were Higgins prototypes adapted from shallow-draught river tugs for the United States Marine Corps. They evinced little interest until sighted by a British naval mission in the U.S.A. who realised that with little modification they could be altered to carry a 30-ton tank: double the load of an LCM(1). This resulted in the LCM(3)s, which were mass-produced in the U.S.A., and were transferred to the Royal Navy in large numbers under Lease/Lend arrangements. They were slightly larger than the LCM(1)s; and the aft end of the tank deck was plated over, and the cox'un was placed on it in a small bullet-proof shelter where his all-round vision was greatly increased. While the riveted LCM(1) could be hoisted with its tank load, the welded LCM(3) could not; and the earlier model continued in production for some time.

The LCM(4)s and LCM(5)s were experimental types, of which only a few were ever built; and were variants of the LCM(3)s. The LCM(6)s were LCM(3)s lengthened by a 6ft section amidships to accommodate a 34-ton tank, and were used only by the United States Navy. To take an even heavier tank, and also with Far Eastern operations in mind, the Royal Navy developed the LCM(7)s, which were generally similar to the LCM(6)s. The final

stage was reached with the LCM(8)s, again only used by the United States Navy, which could stow a 55-ton tank.

LCM(1): Nos. 1/500, 4001/4100.

- Displacement:** 21 tons (36 tons full load).
- Dimensions:** 44¾ (pp)/48½ (oa) × 14 × ...d/... (2½F/3½A full load) feet.
- Machinery:** Two shafts, Thornycroft or Chrysler petrol engines BHP 120 = 7½ knots.
- Bunkers & radius:** Petrol 100 gallons, 56nm @ 7½k.
- Armament:** Two .303in AA (1×2) machine guns, one 16-ton tank or six jeeps or 100 troops.
- Complement:** 6.

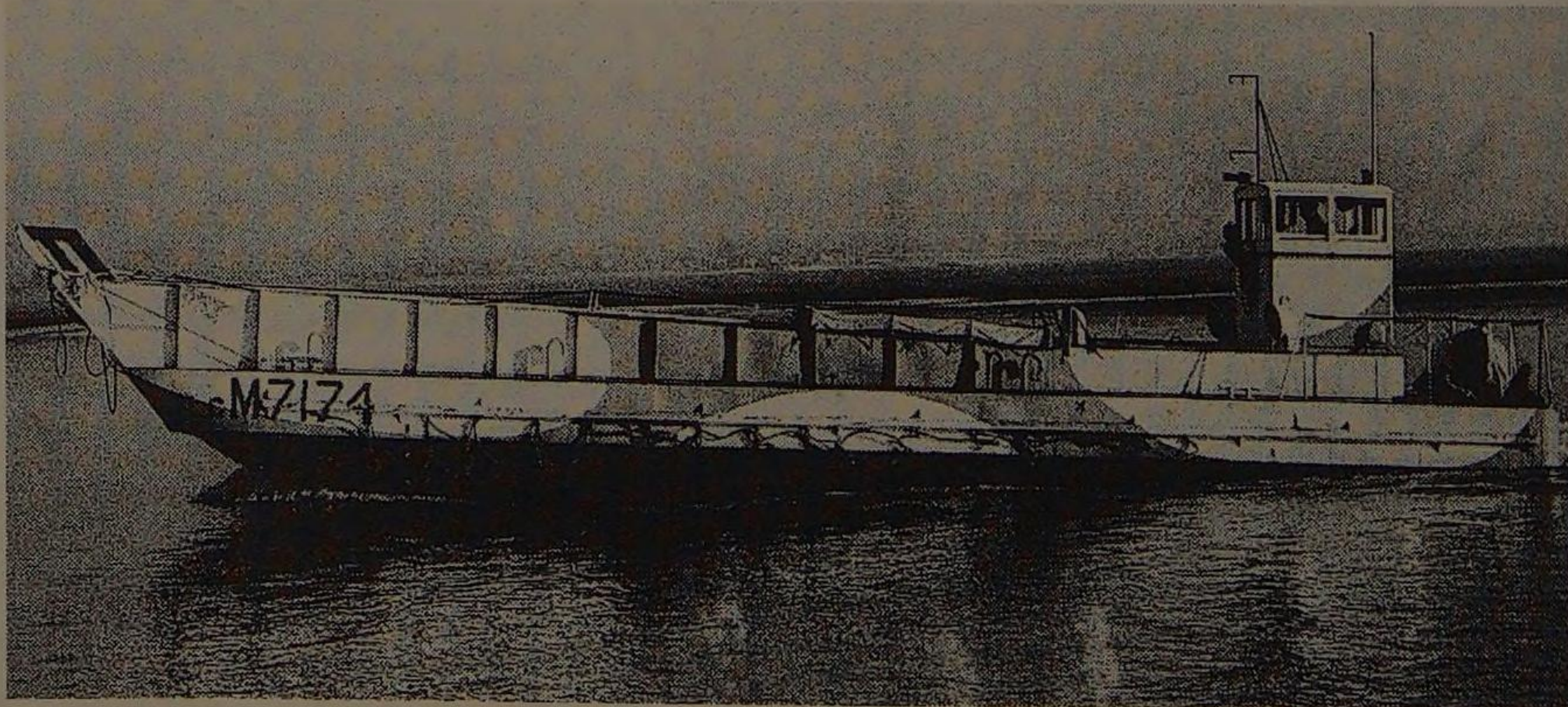
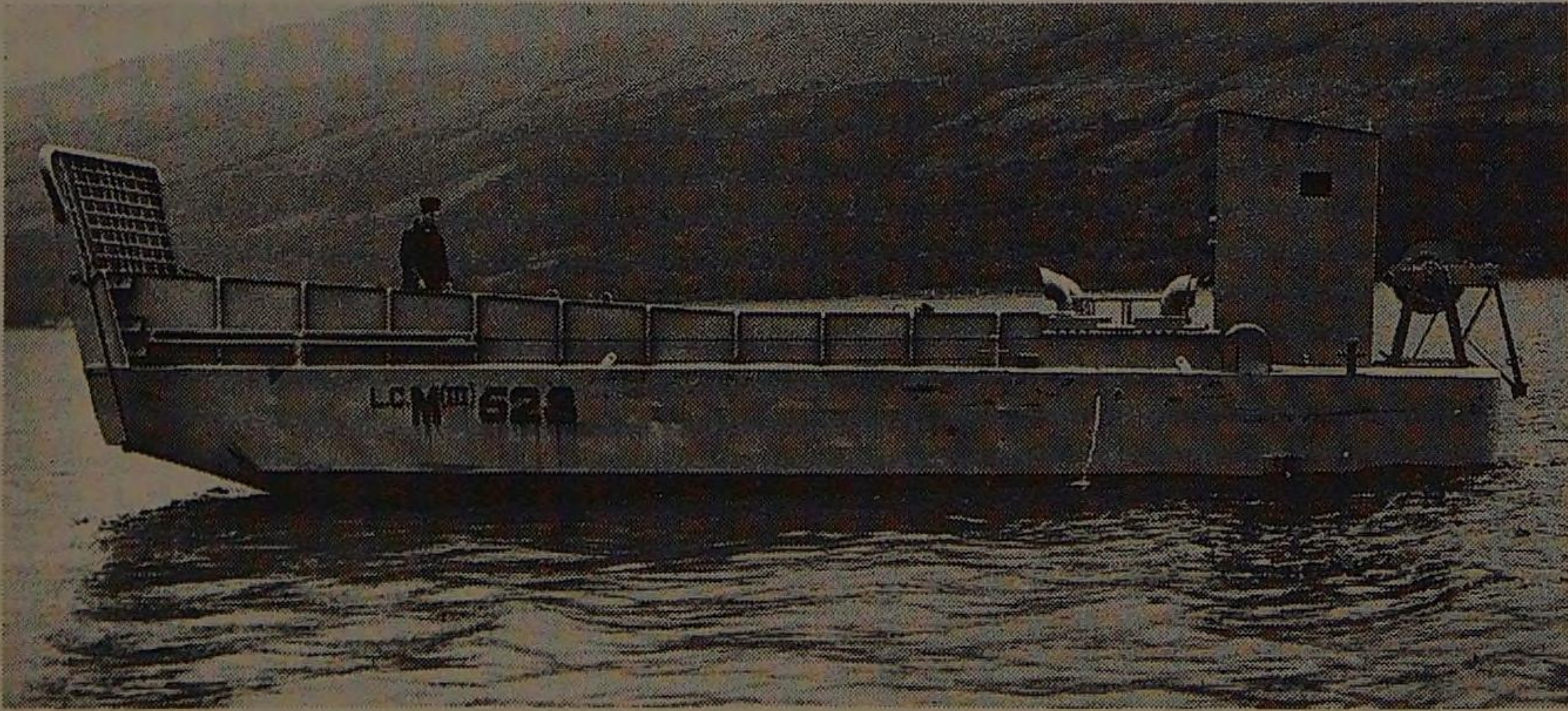
LCM(2): Nos. unknown.

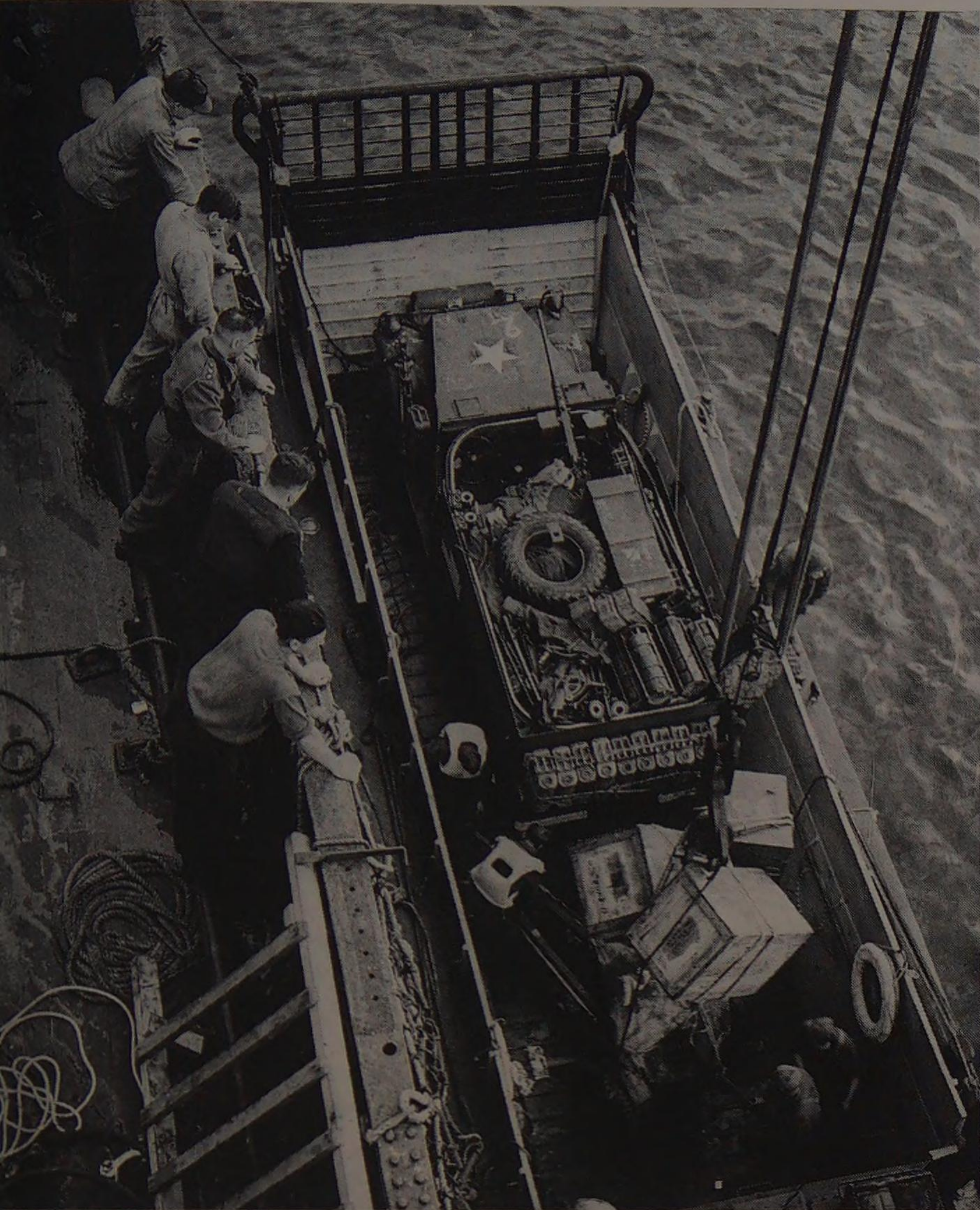
- Although twelve were built they do not appear to have come into operational service with the Royal Navy, and were probably retained by the United States Navy. The conning position was protected by ¼in armour.
- Displacement:** 22 tons (52 tons full load).
 - Dimensions:** ... (pp)/45 (oa) × 14 × ...d/3 (4 full load) feet.
 - Machinery:** Two shafts, Kermath petrol engines BHP 200 = 7½ knots.
 - Bunkers & radius:** Petrol ... gallons, 75nm @ 7½k.
 - Armament:** Two .5in AA (2×1) machine guns, one 30-ton tank or 100 troops.
 - Complement:** 4.

LCM (3): Nos. 501/650, 900/1400.

- Displacement:** 22 tons (52 tons full load).

Below: Although dimensions varied, the basic design of landing craft mechanised remained unchanged and simple: a bow ramp, an open tank deck, the conning position and machinery aft, and a light kedge anchor at the stern as shown by LCM(3).528 (left), and LCM(7).7174 (right). (IWM)





Above: An LCM(3) showing the full-width bow ramp that enabled a 30-ton tank to be carried, and the top of the ramp is of grille construction so as not to obstruct the cox'un's forward vision. (IWM)

Dimensions: ... (pp)/50 (oa) × 14 × ...d/3½ (4½ full load) feet:
Machinery: Two shafts,/...../..... diesel engines BHP 220/450 = 8½/11 knots.
Bunkers & radius: O.F. gallons, 850/500/140nm @ 6¼/7¼/8½k.
Armament: Two ·303in AA (1×2) machine guns, one 30-ton tank or 60 troops.
Complement: 3.

LCM (4)/LCM (5):

These were British variants of the LCM(3), and only a few were built of each mark.

LCM (6):

Displacement: 25 tons (59 tons full load).
Dimensions: ... (pp)/56 (oa) × 14 × ...d/3½ (4½ full load) feet.
Machinery: Two shafts, diesel engines BHP 450 = 9/11 knots.
Bunkers & endurance: O.F. gallons, 850/140nm @ 6¼/11k.
Armament: Two ·5in AA (2×1) machine guns, one 34-ton tank or 120 troops.
Complement: 4.

LCM (7): Nos. 7001/7150.

Displacement: 28 tons (63 tons full load).
Dimensions: 57¾ (pp)/60¼ (oa) × 16 × ...d/2¾ (3¾ full load) feet.
Machinery: Two shafts, diesel engines BHP 290 = 9¾/11 knots.
Bunkers & endurance: O.F. gallons, 200nm @11k.

Armament: Two ·303in AA (1×2) machine guns, one 35/40-ton tank.
Complement: 6.

LCM (8):

Displacement: 60 tons (115 tons full load).
Dimensions: ... (pp)/73¾ (oa) × 21 × ...d/... (5¾ full load).
Machinery: Two shafts, diesel engines BHP 650 = 9 knots.
Bunkers & endurance: O.F. gallons,nm @ ·k.
Armament: Two ·5in AA (2×1) machine guns, one 55-ton tank.
Complement: 8.

Name	Builder	Completed	Fate
Ordered .././25			
MLC.1	White (Cowes)	26	Lost cause unknown Home waters .././41
MLC.2/9			Numbers not used.
Ordered .././28			
MLC.10	Rowhedge Ironworks	29	Lost cause unknown Narvik ../5/40.
Ordered .././36			
MLC.11	Thornycroft (Woolston)	37	Lost cause unknown Narvik ../5/40.
MLC.12	-do-	37	Lost cause unknown Dunkerque 2/6/40.
MLC.13			Number not used.
MLC.14	Philip (Dartmouth)	37	Lost cause unknown Narvik ../5/40.
MLC.15	-do-	37	Lost cause unknown Narvik ../5/40.
MLC.16	-do-	37	LCM.16 (1942)
MLC.17	-do-	37	Lost cause unknown Dunkerque 3/6/40.
MLC.18	.....	.....37	Lost cause unknown Narvik ../5/40.
MLC.19	.....	.....37	Lost cause unknown Narvik ../5/40.
Ordered .././39			
MLC.20	Thornycroft (Woolston)	40	Lost cause unknown Narvik ../5/40.
LCM.1	.....	.....	Lost cause unknown Home waters .././41.
LCM.2	.....	.....	
LCM.3	.....	.....	
LCM.4	.....	.....	
LCM.5	.....	.....	
LCM.6	.....	.....	
LCM.7	.....	.....	
LCM.8	.....	.....	
LCM.9	.....	.....	
LCM.10	.....	.....	Lost cause unknown Narvik area 6–27/5/40.
LCM.11	.....	.....	Lost cause unknown Narvik area 6–27/5/40.
LCM.12	.....	.....	Abandoned Dunkerque 2/6/40.
LCM.13	.....	.....	
LCM.14	.....	.....	Lost cause unknown Narvik area 6–27/5/40.
LCM.15	.....	.....	Lost cause unknown Narvik area 6–27/5/40.
LCM.16	.....	.....	
LCM.17	.....	.....	Abandoned Dunkerque 3/6/40.
LCM.18	.....	.....	Lost cause unknown Narvik area 6–27/5/40.
LCM.19	.....	.....	Lost cause unknown Narvik area 6–27/5/40.
LCM.20	.....	.....	Lost cause unknown Narvik area 6–27/5/40.

LCM.21	.....	.....	LCM.69	-do-	.....	Lost cause unknown Algiers ../11/42.
LCM.22	.....	.....	LCM.70	-do-	.....	
LCM.23	.....	Abandoned Dunkerque 2/6/40.	LCM.71	-do-	.....	
LCM.24	.....	Lost cause unknown Middle East ../8/42.	LCM.72	-do-	.....	Lost cause unknown Algiers ../11/42.
LCM.25	.....	Lost cause unknown Middle East ../8/42.	LCM.73	-do-	.....	Lost cause unknown Algiers ../11/42.
LCM.26	.....	Lost cause unknown off Libyan coast 2/1/43.	LCM.74	-do-	.....	
LCM.27	.....	.....	LCM.75	-do-	.....	
LCM.28	.....	.....	LCM.76	-do-	.....	Lost cause unknown East Indies ../3/44.*
LCM.29	.....	.....	LCM.77	-do-	.....	
LCM.30	.....	.....	LCM.78	-do-	.....	
LCM.31	.....	Lost cause unknown Home waters ../10/42.*	LCM.79	.....	.....	
LCM.32	.....	Lost cause unknown Middle East ../8/41.*	LCM.80	.....	.....	Wrecked off Benghazi 6/2/43.
LCM.33	H McLean (Renfrew)	Damaged cause unknown Home waters 20/12/43 & written-off as constructive total loss.	LCM.81	.....	.....	Lost cause unknown Middle East ../8-9/41.*
LCM.34	-do-	Lost cause unknown Middle East ../8/42.	LCM.82	.....	.....	
LCM.35	-do-	.....	LCM.83	.....	.....	Lost cause unknown Middle East ../6/42.
LCM.36	-do-	.....	LCM.84	.....	.....	
LCM.37	-do-	.....	LCM.85	.....	.....	
LCM.38	-do-	Lost cause unknown Mediterranean ../4/42.*	LCM.86	.....	.....	
LCM.39	.....	.....	LCM.87	Fairfield (Govan)	.....	
LCM.40	.....	.....	LCM.88	-do-	.....	
LCM.41	.....	.....	LCM.89	-do-	.....	Lost in tow en route Colombo 22/10/42?
LCM.42	.....	.....	LCM.90	-do-	.....	Lost cause unknown Middle East ../6/42.
LCM.43	.....	.....	LCM.91	-do-	.....	Lost cause unknown East Indies ../6/44.*
LCM.44	.....	.....	LCM.92	-do-	.....	
LCM.45	.....	Lost cause unknown Middle East ../8/42.	LCM.93	-do-	.....	Lost cause unknown Middle East ../6/42.
LCM.46	.....	Capsized East Indies 5/5/42.	LCM.94	do-	.....	
LCM.47	.....	.....	LCM.95	.....	.....	Lost cause unknown Middle East ../8/41.*
LCM.48	.....	.....	LCM.96	.....	.....	Lost cause unknown Middle East ../8/41.*
LCM.49	.....	.....	LCM.97	.....	.....	Lost cause unknown Middle East ../8-9/41.*
LCM.50	.....	.....	LCM.98	.....	.....	Lost enemy action Benghazi area 6/12/42.
LCM.51	.....	Lost cause unknown Middle East ../3/42.	LCM.99	.....	.....	
LCM.52	.....	.....	LCM.100	.....	.....	
LCM.53	.....	Lost cause unknown Middle East ../3/42.	LCM.101	.....	.....	
LCM.54	.....	.....	LCM.102	.....	.....	
LCM.55	.....	Lost cause unknown Middle East ../8/41.*	LCM.103	J Brown (Clydebank)	.....	Lost cause unknown Middle East ../8/41.*
LCM.56	.....	Abandoned Dieppe 19/8/42.	LCM.104	-do-	.....	
LCM.57	.....	.....	LCM.105	-do-	.....	
LCM.58	.....	Lost cause unknown off Libyan coast 25/1/43.	LCM.106	-do-	.....	Lost cause unknown Crete ../5/41.
LCM.59	Vickers-Armstrongs (Walker)	.....	LCM.107	-do-	.....	Lost cause unknown Middle East ../8/41.*
LCM.60	-do-	.....	LCM.108	-do-	.....	Lost cause unknown Middle East ../8/41.*
LCM.61	-do-	Foundered stress of weather Benghazi 8/2/43.	LCM.109	-do-	.....	
LCM.62	-do-	.....	LCM.110	-do-	.....	Lost cause unknown Tobruk 20/6/42.
LCM.63	-do-	Lost cause unknown Algiers ../11/42.	LCM.111	.....	.....	
LCM.64	-do-	Lost cause unknown Algiers ../11/42.	LCM.112	.....	.....	
LCM.65	-do-	Lost cause unknown Algiers ../11/42.	LCM.113	.....	.....	Lost cause unknown Tobruk 20/6/42.
LCM.66	-do-	.....	LCM.114	.....	.....	
LCM.67	Swan Hunter & Wigham Richardson (Wallsend)	Lost cause unknown Middle East ../8/41.*	LCM.115	Hawthorn Leslie (Heb- burn)	.....	
LCM.68	-do-	.....	LCM.116	-do-	.....	
			LCM.117	-do-	.....	
			LCM.118	-do-	.....	

LCM.119	.....	.....	Lost cause unknown Middle East ..6/42.	LCM.168	.....	.....	Lost cause unknown off Normandie beaches ..6-7/44.
LCM.120	.....	.....	Lost cause unknown Algiers ..11/42.	LCM.169	.....	.....	Lost cause unknown Algiers ..11/42.
LCM.121	.....	.....		LCM.170	.....	.....	
LCM.122	.....	.....	Lost cause unknown Middle East ..6/42.	LCM.171	.....	.....	
LCM.123	White (Cowes)	.....		LCM.172	.....	.....	
LCM.124	-do-	.....		LCM.173	.....	.....	
LCM.125	-do-	.....		LCM.174	.....	.....	
LCM.126	-do-	.....		LCM.175	.....	.....	
LCM.127	.....	.....	Lost cause unknown off Normandie beaches ..6-7/44.	LCM.176	.....	.....	
LCM.128	.....	.....	Lost cause unknown off Normandie beaches ..6-7/44.	LCM.177	.....	.....	
LCM.129	.....	.....		LCM.178	.....	.....	
LCM.130	.....	.....		LCM.179	.....	.....	
LCM.131	Cammell Laird (Birkenhead)	.....	Lost cause unknown East Indies ..5/44*	LCM.180	.....	.....	Lost cause unknown off Normandie beaches ..6-7/44.
LCM.132	-do-	.....		LCM.181	.....	.....	Lost cause unknown Azores area ..11/42.*
LCM.133	-do-	.....		LCM.182	.....	.....	Lost cause unknown East Indies ..5/44.*
LCM.134	-do-	.....		LCM.183	.....	.....	Lost cause unknown East Indies ..5/44.*
LCM.135	Fairfield (Govan)	.....	Lost cause unknown Middle East ..6/42.	LCM.184	.....	.....	
LCM.136	-do-	.....	Lost cause & place unknown ..2/45.*	LCM.185	H McLean (Renfrew)	.....	
LCM.137	-do-	.....	Lost cause unknown Middle East ..6/42.	LCM.186	-do-	.....	Lost cause unknown Algiers ..11/42.
LCM.138	-do-	.....	Lost cause unknown English Channel 7/7/44.	LCM.187	-do-	.....	
LCM.139	.....	.....	Foundered stress of weather Middle East 20/11/42.	LCM.188	-do-	.....	
LCM.140	.....	.....	Lost cause unknown Middle East ..7/42.	LCM.189	-do-	.....	
LCM.141	.....	.....		LCM.190	-do-	.....	
LCM.142	.....	.....		LCM.191	-do-	.....	Lost cause unknown off Normandie beaches ..6-7/44.
LCM.143	.....	.....		LCM.192	-do-	.....	Lost cause unknown Home waters ..2/44.*
LCM.144	.....	.....		LCM.193	-do-	.....	
LCM.145	.....	.....	Lost cause unknown Tobruk 20/6/42.	LCM.194	-do-	.....	
LCM.146	.....	.....	Lost cause unknown Tobruk 20/6/42.	LCM.195	.....	.....	
LCM.147	.....	.....	Lost cause unknown Algiers ..11/42.	LCM.196	.....	.....	
LCM.148	.....	.....	Lost cause unknown Tobruk 20/6/42.	LCM.197	.....	.....	
LCM.149	.....	.....		LCM.198	.....	.....	
LCM.150	.....	.....		LCM.199	.....	.....	
LCM.151	Great Western Railway (Swindon)	.....		LCM.200	.....	.....	
LCM.152	-do-	.....		LCM.201	.....	.....	
LCM.153	-do-	.....	Lost cause unknown Algiers ..11/42.	LCM.202	.....	.....	
LCM.154	-do-	.....		LCM.203	.....	.....	Lost cause unknown off Normandie beaches ..6-/44.
LCM.155	-do-	.....		LCM.204	.....	.....	
LCM.156	-do-	.....		LCM.205	.....	.....	
LCM.157	-do-	.....		LCM.206	.....	.....	
LCM.158	-do-	.....		LCM.207	.....	.....	Lost cause unknown East Indies ..5/44.*
LCM.159	-do-	.....		LCM.208	.....	.....	
LCM.160	-do-	.....		LCM.209	.....	.....	Lost cause unknown East Indies ..5/44.*
LCM.161	-do-	.....	Lost cause unknown Algiers ..11/42.	LCM.210	.....	.....	
LCM.162	-do-	.....		LCM.211	.....	.....	
LCM.163	.....	.....		LCM.212	.....	.....	Lost cause & place unknown ..5/44.*
LCM.164	.....	.....		LCM.213	.....	.....	
LCM.165	.....	.....	Lost cause unknown off Normandie beaches ..6-7/44.	LCM.214	.....	.....	
LCM.166	.....	.....		LCM.215	.....	.....	Lost cause & place unknown ..5/44.*
LCM.167	.....	.....		LCM.216	.....	.....	Lost cause unknown off Normandie beaches ..6-7/44.
				LCM.217	.....	.....	
				LCM.218	.....	.....	Lost cause & place unknown ..5/44.*
				LCM.219	.....	.....	Lost cause & place unknown ..5/44.*
				LCM.220	.....	.....	

LCM.221	.....		LCM.278	.....	
LCM.222	.....		LCM.279	.....	Lost cause unknown Home waters ../2/44*
LCM.223	.....				
LCM.224	.....		LCM.280	.....	
LCM.225	.....		LCM.281	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.226	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.282	.....	Lost cause unknown Home waters ../2/44*
LCM.227	.....				
LCM.228	.....		LCM.283	.....	
LCM.229	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.284	.....	
			LCM.285	.....	Lost cause & place unknown ../5/44*
LCM.230	.....				
LCM.231	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.286	.....	
			LCM.287	.....	
LCM.232	.....	Lost cause unknown Mediterranean ../10/43.	LCM.288	.....	Lost cause & place unknown ../5/44*
LCM.233	.....		LCM.289	.....	
LCM.234	.....	Lost cause unknown Home waters ../2/44.*	LCM.290	.....	
			LCM.291	.....	
LCM.235	.....		LCM.292	.....	
LCM.236	.....		LCM.293	.....	
LCM.237	.....		LCM.294	.....	
LCM.238	.....		LCM.295	.....	Lost cause & place unknown ../6/44*
LCM.239	.....				
LCM.240	.....		LCM.296	.....	
LCM.241	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.297	.....	
			LCM.298	.....	
LCM.242	.....		LCM.299	.....	
LCM.243	.....	Lost cause & place unknown ../5/44*	LCM.300	.....	
			LCM.301	.....	
LCM.244	.....		LCM.302	.....	
LCM.245	.....		LCM.303	.....	
LCM.246	.....		LCM.304	.....	
LCM.247	.....		LCM.305	.....	
LCM.248	.....		LCM.306	.....	
LCM.249	.....		LCM.307	.....	
LCM.250	.....		LCM.308	.....	
LCM.251	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.309	.....	
			LCM.310	.....	
LCM.252	.....		LCM.311	.....	
LCM.253	.....		LCM.312	.....	
LCM.254	.....	Lost cause unknown Home waters ../2/44*	LCM.313	.....	
			LCM.314	.....	
LCM.255	.....		LCM.315	.....	
LCM.256	.....		LCM.316	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.257	.....				
LCM.258	.....		LCM.317	.....	
LCM.259	.....		LCM.318	.....	
LCM.260	.....		LCM.319	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.261	.....				
LCM.262	.....		LCM.320	.....	
LCM.263	.....	Wrecked Normandie beaches 11/9/44.	LCM.321	.....	
			LCM.322	.....	
LCM.264	.....		LCM.323	.....	
LCM.265	.....		LCM.324	.....	Lost cause & place unknown ../5/44.*
LCM.266	.....				
LCM.267	.....		LCM.325	.....	
LCM.268	.....		LCM.326	.....	
LCM.269	.....		LCM.327	.....	Lost cause unknown Home waters ../2/44*
LCM.270	.....	Lost in transit ../2/45.*(4)			
LCM.271	.....		LCM.328	.....	
LCM.272	.....	Lost cause & place unknown ../5/44*	LCM.329	.....	Lost cause unknown Home waters ../2/44.*
LCM.273	.....		LCM.330	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.274	.....				
LCM.275	.....		LCM.331	.....	
LCM.276	.....		LCM.332	.....	
LCM.277	.....	Lost cause & place unknown ../5/44*	LCM.333	.....	
			LCM.334	.....	

LCM.335	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.391	.....	
LCM.336	.....		LCM.392	.....	
LCM.337	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.393	.....	
LCM.338	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.394	.....	
LCM.339	.....	Lost in transit ../2/45.* (4)	LCM.395	.....	
LCM.340	.....	Lost in transit 19/11/44. (3)	LCM.396	.....	
LCM.341	.....		LCM.397	.....	
LCM.342	.....		LCM.398	.....	
LCM.343	.....		LCM.399	.....	
LCM.344	.....		LCM.400	.....	
LCM.345	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.401	.....	
LCM.346	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.402	.....	
LCM.347	.....		LCM.403	.....	
LCM.348	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.404	.....	
LCM.349	.....		LCM.405	.....	
LCM.350	.....		LCM.406	.....	
LCM.351	.....		LCM.407	.....	
LCM.352	.....		LCM.408	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.353	.....		LCM.409	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.354	.....	Lost cause unknown Arakan coast ../6/45.*	LCM.410	.....	
LCM.355	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.411	.....	
LCM.356	.....		LCM.412	.....	
LCM.357	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.413	.....	
LCM.358	.....		LCM.414	.....	
LCM.359	.....	Lost in transit ../2/45*. (4)	LCM.415	.....	
LCM.360	.....		LCM.416	.....	
LCM.361	.....		LCM.417	.....	
LCM.362	.....		LCM.418	.....	
LCM.363	.....		LCM.419	.....	Loss cause unknown off Normandie beaches ../6-7/44.
LCM.364	.....		LCM.420	.....	
LCM.365	H McLean (Renfrew)		LCM.421	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.366	-do-		LCM.422	.....	Lost in transit ../2/45*. (4)
LCM.367	-do-	Lost cause unknown Home waters ../2/44*	LCM.423	.....	
LCM.368	-do-		LCM.424	.....	Lost in transit 19/11/44. (3)
LCM.369	-do-		LCM.425	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.370	-do-		LCM.426	.....	
LCM.371	.....		LCM.427	.....	
LCM.372	.....		LCM.428	.....	
LCM.373	.....		LCM.429	.....	
LCM.374	.....		LCM.430	.....	
LCM.375	.....		LCM.431	.....	
LCM.376	.....		LCM.432	.....	
LCM.377	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.433	.....	
LCM.378	.....		LCM.434	.....	
LCM.379	.....		LCM.435	.....	
LCM.380	.....		LCM.436	.....	
LCM.381	.....		LCM.437	.....	
LCM.382	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.438	.....	
LCM.383	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.439	.....	
LCM.384	.....		LCM.440	.....	
LCM.385	.....		LCM.441	.....	
LCM.386	.....		LCM.442	.....	
LCM.387	.....		LCM.443	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.388	.....		LCM.444	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.389	.....		LCM.445	.....	
LCM.390	.....		LCM.446	.....	
			LCM.447	.....	
			LCM.448	.....	
			LCM.449	.....	
			LCM.450	.....	
			LCM.451	.....	
			LCM.452	.....	

LCM.453	.....		LCM.517	.....	
LCM.454	.....		LCM.518	.....	Lost cause unknown Algiers ../11/42.
LCM.455	.....				
LCM.456	.....		LCM.519	.....	Lost in transit 13/10/42. (1)
LCM.457	.....		LCM.520	.....	Lost cause unknown Algiers ../11/42.
LCM.458	.....				
LCM.459	.....		LCM.521	.....	
LCM.460	.....		LCM.522	.....	Lost in transit 13/10/42. (1)
LCM.461	.....		LCM.523	.....	Lost in transit 13/10/42. (1)
LCM.462	.....		LCM.524	.....	
LCM.463	.....		LCM.525	.....	Lost cause & place unknown .././44.
LCM.464	.....				
LCM.465	.....		LCM.526	.....	
LCM.466	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.527	.....	Lost cause & place unknown ../5/44.*
LCM.467	.....		LCM.528	.....	Lost cause unknown Algiers ../11/42.
LCM.468	.....				
LCM.469	.....		LCM.529	.....	
LCM.470	.....		LCM.530	.....	
LCM.471	.....		LCM.531	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.472	.....				Lost in transit 13/10/42. (1)
LCM.473	.....		LCM.532	.....	
LCM.474	.....		LCM.533	.....	
LCM.475	.....		LCM.534	.....	Lost cause & place unknown ../5/44*
LCM.476	.....				
LCM.478	.....		LCM.535	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.479	.....				
LCM.480	.....		LCM.536	.....	
LCM.481	.....		LCM.537	.....	Lost in transit 13/10/42. (1)
LCM.482	.....		LCM.538	.....	
LCM.483	.....		LCM.539	.....	Lost cause unknown Algiers ../11/42.
LCM.484	.....				
LCM.485	.....		LCM.540	.....	Lost cause & place unknown ../5/44*
LCM.486	.....				
LCM.487	.....		LCM.541	.....	
LCM.488	.....		LCM.542	.....	
LCM.489	.....		LCM.543	.....	Lost cause unknown Algiers ../11/42.
LCM.490	.....				
LCM.491	.....		LCM.544	.....	
LCM.492	.....		LCM.545	.....	Lost cause unknown Mediterranean ../10/42.
LCM.493	H McLean (Renfrew)	Lost cause unknown Arakan coast ../6/45.*	LCM.546	.....	
LCM.494	-do-		LCM.547	.....	Lost in transit 13/10/42. (1)
LCM.495	-do-		LCM.548	.....	
LCM.496	-do-		LCM.549	.....	
LCM.497	-do-		LCM.550	.....	
LCM.498	-do-		LCM.551	.....	Lost cause unknown Algiers ../11/42.
LCM.499	.....				
LCM.500	.....		LCM.552	.....	
LCM.501	.....	Lost cause unknown Middle East ../8/42.	LCM.553	.....	
LCM.502	.....		LCM.554	.....	
LCM.503	.....		LCM.555	.....	Lost cause unknown Algiers ../11/42.
LCM.504	.....				
LCM.505	.....		LCM.556	.....	Lost cause unknown Algiers ../11/42.
LCM.506	.....				
LCM.507	.....		LCM.557	.....	
LCM.508	.....	Lost in transit 13/10/42. (1)	LCM.558	.....	Lost cause unknown Algiers ../11/42.
LCM.509	.....	Lost in transit 13/10/42. (1)			
LCM.510	.....	Lost cause unknown Middle East ../8/42.	LCM.559	.....	Lost cause & place unknown .././44.
LCM.511	.....				
LCM.512	.....		LCM.560	.....	
LCM.513	.....		LCM.561	.....	
LCM.514	.....		LCM.562	.....	
LCM.515	.....		LCM.563	.....	
LCM.516	.....	Lost cause unknown Middle East ../8/42.	LCM.564	.....	Lost cause unknown Algiers ../11/42.
			LCM.565	.....	
			LCM.566	.....	
			LCM.567	.....	Lost cause unknown Algiers ../11/42.

LCM.568	.....	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.619	.....	.....
LCM.569	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.620	.....	Lost in transit 13/10/42. (1)
LCM.570	.....	.....		LCM.621	.....	
LCM.571	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.622	.....	
LCM.572	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.623	.....	Lost cause unknown off Anzio beaches ../1/44.
LCM.573	.....	.....		LCM.624	.....	Lost cause unknown Algiers ../11/42.
LCM.574	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.625	.....	
LCM.575	.....	.....		LCM.626	.....	
LCM.576	.....	.....		LCM.627	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.577	.....	.....	Lost cause unknown off Normandie beaches ../6/44.	LCM.628	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.578	.....	.....		LCM.629	.....	
LCM.579	.....	.....		LCM.630	.....	
LCM.580	.....	.....		LCM.631	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.581	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.632	.....	Lost in transit 14/10/42. (2)
LCM.582	.....	.....		LCM.633	.....	Lost in transit 14/10/42. (2)
LCM.583	.....	.....	Lost cause unknown Mediterranean ../11/43.*	LCM.634	.....	Lost in transit 14/10/42. (2)
LCM.584	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.635	.....	Lost cause unknown Algiers ../11/42.
LCM.585	.....	.....		LCM.636	.....	Lost in transit 14/10/42. (2)
LCM.586	.....	.....		LCM.637	.....	
LCM.587	.....	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.638	.....	
LCM.588	.....	.....	Lost cause & place unknown ../5/44.*	LCM.639	.....	
LCM.589	.....	.....		LCM.640	.....	Lost cause unknown Mediterranean 9/8/44.
LCM.590	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.641	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.591	.....	.....	Lost cause & place unknown .././44.	LCM.642	.....	
LCM.592	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.643	.....	
LCM.593	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.644	.....	
LCM.594	.....	.....		LCM.645	.....	
LCM.595	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.646	.....	
LCM.596	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.647	.....	
LCM.597	.....	.....		LCM.648	.....	
LCM.598	.....	.....		LCM.649	.....	
LCM.599	.....	.....		LCM.650	.....	Lost cause & place unknown .././44.
LCM.600	.....	.....		LCM.651/	.....	Numbers not used.
LCM.601	.....	.....		900	.....	
LCM.602	.....	.....		LCM.901	.....	
LCM.603	.....	.....		LCM.902	.....	
LCM.604	.....	.....		LCM.903	.....	
LCM.605	.....	.....		LCM.904	.....	
LCM.606	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.905	.....	
LCM.607	.....	.....		LCM.906	.....	
LCM.608	.....	.....		LCM.907	.....	Lost cause & place unknown .././44.
LCM.609	.....	.....	Lost cause unknown Algiers ../11/42.	LCM.908	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.610	.....	.....		LCM.909	.....	
LCM.611	.....	.....		LCM.910	.....	Lost cause unknown off Anzio beaches ../1/44.
LCM.612	.....	.....	Lost in transit 14/10/42. (2)	LCM.911	.....	
LCM.613	.....	.....	Lost in transit 14/10/42. (2)	LCM.912	.....	
LCM.614	.....	.....		LCM.913	.....	
LCM.615	.....	.....		LCM.914	.....	
LCM.616	.....	.....		LCM.915	.....	
LCM.617	.....	.....		LCM.916	.....	
LCM.618	.....	.....	Lost cause unknown Mediterranean 9/8/44.	LCM.917	.....	
				LCM.918	.....	
				LCM.919	.....	
				LCM.920	.....	
				LCM.921	.....	
				LCM.922	.....	

LCM.923	.....		LCM.988	.....	
LCM.924	.....		LCM.989	.....	
LCM.925	.....		LCM.990	.....	
LCM.926	.....		LCM.991	.....	
LCM.927	.....		LCM.992	.....	
LCM.928	.....		LCM.993	.....	
LCM.929	.....	Lost cause unknown off Normandie beaches ..6-7/44.	LCM.994	.....	
LCM.930	.....	Lost cause unknown off Anzio beaches ..1/44.	LCM.995	.....	
LCM.931	.....		LCM.996	.....	
LCM.932	.....		LCM.997	.....	
LCM.933	.....		LCM.998	.....	
LCM.934	.....		LCM.999	.....	
LCM.935	.....		LCM.1000	.....	
LCM.936	.....		LCM.1001	.....	
LCM.937	.....		LCM.1002	.....	
LCM.938	.....	Lost cause unknown Mediterranean ..10/43.	LCM.1003	.....	
LCM.939	.....		LCM.1004	.....	
LCM.940	.....		LCM.1005	.....	
LCM.941	.....		LCM.1006	.....	
LCM.942	.....		LCM.1007	.....	
LCM.943	.....		LCM.1008	.....	
LCM.944	.....		LCM.1009	.....	
LCM.945	.....		LCM.1010	.....	
LCM.946	.....		LCM.1011	.....	Lost cause unknown Mediterranean ..3/45.*
LCM.947	.....		LCM.1012	.....	
LCM.948	.....		LCM.1013	.....	
LCM.949	.....		LCM.1014	.....	
LCM.950	.....		LCM.1015	.....	
LCM.951	.....		LCM.1016	.....	
LCM.952	.....		LCM.1017	.....	
LCM.953	.....		LCM.1018	.....	
LCM.954	.....		LCM.1019	.....	
LCM.955	.....		LCM.1020	.....	
LCM.956	.....		LCM.1021	.....	
LCM.957	.....		LCM.1022	.....	Lost cause unknown off Anzio beaches ..1/44.
LCM.958	.....		LCM.1023	.....	
LCM.959	.....		LCM.1024	.....	
LCM.960	.....		LCM.1025	.....	
LCM.961	.....		LCM.1026	.....	
LCM.962	.....		LCM.1027	.....	
LCM.963	.....		LCM.1028	.....	
LCM.964	.....		LCM.1029	.....	Lost cause & place unknown ..5/44*
LCM.965	.....		LCM.1030	.....	
LCM.966	.....		LCM.1031	.....	
LCM.967	.....		LCM.1032	.....	
LCM.968	.....		LCM.1033	.....	
LCM.969	.....		LCM.1034	.....	
LCM.970	.....		LCM.1035	.....	
LCM.971	.....		LCM.1036	.....	
LCM.972	.....		LCM.1037	.....	
LCM.973	.....		LCM.1038	.....	
LCM.974	.....		LCM.1039	.....	
LCM.975	.....		LCM.1040	.....	
LCM.976	.....		LCM.1041	.....	
LCM.977	.....		LCM.1042	.....	
LCM.978	.....		LCM.1043	.....	
LCM.979	.....		LCM.1044	.....	Lost cause unknown Mediterranean ..10/43.
LCM.980	.....		LCM.1045	.....	Lost cause & place unknown ..5/44.
LCM.981	.....		LCM.1046	.....	
LCM.982	.....		LCM.1047	.....	
LCM.983	.....		LCM.1048	.....	
LCM.984	.....		LCM.1049	.....	
LCM.985	.....		LCM.1050	.....	
LCM.986	.....				
LCM.987	.....				

LCM.1051			LCM.1110		
LCM.1052			LCM.1111		
LCM.1053		Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1112		
LCM.1054			LCM.1113		
LCM.1055			LCM.1114		
LCM.1056			LCM.1115		Lost cause unknown Mediterranean ../6/44*
LCM.1057			LCM.1116		
LCM.1058			LCM.1117		
LCM.1059		Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1118		
LCM.1060			LCM.1119		
LCM.1061			LCM.1120		Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1062		Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1121		
LCM.1063			LCM.1122		
LCM.1064		Lost cause unknown off Anzio beaches ../1/44.	LCM.1123		Lost cause & place unknown ../5/44*
LCM.1065			LCM.1124		
LCM.1066			LCM.1125		
LCM.1067			LCM.1126		
LCM.1068			LCM.1127		Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1069			LCM.1128		Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1070			LCM.1129		
LCM.1071		Lost cause & place unknown ../5/44.*	LCM.1130		Lost cause unknown Mediterranean ../6/40.*
LCM.1072			LCM.1131		Lost cause unknown Arromanches area 23/1/45.
LCM.1073			LCM.1132		
LCM.1074			LCM.1133		
LCM.1075			LCM.1134		
LCM.1076			LCM.1135		
LCM.1077			LCM.1136		
LCM.1078			LCM.1137		
LCM.1079			LCM.1138		
LCM.1080			LCM.1139		Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1081			LCM.1140		
LCM.1082			LCM.1141		
LCM.1083		Lost cause & place unknown ../5/44.*	LCM.1142		
LCM.1084			LCM.1143		
LCM.1085			LCM.1144		
LCM.1086			LCM.1145		Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1087			LCM.1146		Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1088		Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1147		
LCM.1089			LCM.1148		
LCM.1090			LCM.1149		
LCM.1091			LCM.1150		
LCM.1092		Lost cause & place unknown ../6/45*	LCM.1151		
LCM.1093			LCM.1152		
LCM.1094			LCM.1153		
LCM.1095			LCM.1154		
LCM.1096			LCM.1155		
LCM.1097			LCM.1156		
LCM.1098		Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1157		
LCM.1099			LCM.1158		
LCM.1100			LCM.1159		
LCM.1101		Wrecked Aden area 15/11/44.	LCM.1160		
LCM.1102			LCM.1161		Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1103			LCM.1162		
LCM.1104			LCM.1163		
LCM.1105			LCM.1164		
LCM.1106			LCM.1165		Lost cause unknown Home waters ../10/43.
LCM.1107			LCM.1166		
LCM.1108		Lost cause unknown off Normandie beaches ../6-7/44.			
LCM.1109					

LCM.1167	.....		LCM.1222	.....	
LCM.1168	.....		LCM.1223	.....	
LCM.1169	.....		LCM.1224	.....	
LCM.1170	.....		LCM.1225	.....	
LCM.1171	.....	Lost cause & place unknown ../5/44*	LCM.1226	.....	
LCM.1172	.....		LCM.1227	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1173	.....	Lost cause unknown off Anzio beaches ../1/44.	LCM.1228	.....	
LCM.1174	.....		LCM.1229	.....	
LCM.1175	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1230	.....	
LCM.1176	.....		LCM.1231	.....	
LCM.1177	.....		LCM.1232	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1178	.....		LCM.1233	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1179	.....		LCM.1234	.....	
LCM.1180	.....		LCM.1235	.....	
LCM.1181	.....		LCM.1236	.....	
LCM.1182	.....	Lost cause unknown Home waters ../10/43.	LCM.1237	.....	
LCM.1183	.....		LCM.1238	.....	
LCM.1184	.....		LCM.1239	.....	
LCM.1185	.....	Lost cause & place unknown ../7/45*	LCM.1240	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1186	.....		LCM.1241	.....	
LCM.1187	.....		LCM.1242	.....	
LCM.1188	.....		LCM.1243	.....	
LCM.1189	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1244	.....	Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1190	.....		LCM.1245	.....	
LCM.1191	.....		LCM.1246	.....	
LCM.1192	.....		LCM.1247	.....	
LCM.1193	.....		LCM.1248	.....	
LCM.1194	.....		LCM.1249	.....	
LCM.1195	.....		LCM.1250	.....	
LCM.1196	.....		LCM.1251	.....	
LCM.1197	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1252	.....	
LCM.1198	.....		LCM.1253	.....	
LCM.1199	.....		LCM.1254	.....	
LCM.1200	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1255	.....	
LCM.1201	.....		LCM.1256	.....	
LCM.1202	.....		LCM.1257	.....	
LCM.1203	.....		LCM.1258	.....	
LCM.1204	.....	Lost cause unknown off Anzio beaches ../1/44.	LCM.1259	.....	
LCM.1205	.....	Lost cause & place unknown ../5/44.	LCM.1260	.....	
LCM.1206	.....		LCM.1261	.....	
LCM.1207	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1262	.....	
LCM.1208	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1263	.....	
LCM.1209	.....		LCM.1264	.....	
LCM.1210	.....		LCM.1265	.....	
LCM.1211	.....		LCM.1266	.....	
LCM.1212	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1267	.....	
LCM.1213	.....		LCM.1268	.....	
LCM.1214	.....		LCM.1269	.....	
LCM.1215	.....		LCM.1270	.....	
LCM.1216	.....		LCM.1271	.....	
LCM.1217	.....		LCM.1272	.....	
LCM.1218	.....		LCM.1273	.....	
LCM.1219	.....		LCM.1274	.....	
LCM.1220	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1275	.....	
LCM.1221	.....	Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1276	.....	
			LCM.1277	.....	
			LCM.1278	.....	Lost cause unknown off Normandie beaches ../6-7/44.
			LCM.1279	.....	
			LCM.1280	.....	
			LCM.1281	.....	
			LCM.1282	.....	Lost cause unknown off Normandie beaches ../6-7/44.
			LCM.1283	.....	

LCM.1284			LCM.1346		
LCM.1285			LCM.1347		
LCM.1286			LCM.1348		
LCM.1287			LCM.1349		
LCM.1288			LCM.1350		
LCM.1289			LCM.1351		
LCM.1290			LCM.1352		
LCM.1291			LCM.1353		
LCM.1292			LCM.1354		
LCM.1293		Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1355		
LCM.1294			LCM.1356		
LCM.1295			LCM.1357		
LCM.1296			LCM.1358		
LCM.1297		Lost cause unknown off Normandie beaches ../6-7/44.	LCM.1359		
LCM.1298			LCM.1360		
LCM.1299			LCM.1361		
LCM.1300			LCM.1362		
LCM.1301			LCM.1363		
LCM.1302			LCM.1364		
LCM.1303			LCM.1365		
LCM.1304			LCM.1366		
LCM.1305			LCM.1367		
LCM.1306			LCM.1368		
LCM.1307			LCM.1369		
LCM.1308			LCM.1370		
LCM.1309			LCM.1371		
LCM.1310			LCM.1372		
LCM.1311			LCM.1373		Lost in transit USA/India ../4/44.*
LCM.1312			LCM.1374		
LCM.1313		Lost in transit USA/India ../4/44.*	LCM.1375		
LCM.1314		Lost in transit USA/India ../4/44.*	LCM.1376		
LCM.1315			LCM.1377		
LCM.1316			LCM.1378		Lost in transit USA/India ../4/44.*
LCM.1317			LCM.1379		
LCM.1318			LCM.1380		Lost cause unknown Mediterranean ../5/44*
LCM.1319		Lost cause unknown Arakan coast ../4/45.	LCM.1381		Lost cause unknown Mediterranean ../5/44*
LCM.1320			LCM.1382		
LCM.1321			LCM.1383		
LCM.1322			LCM.1384		
LCM.1323			LCM.1385		
LCM.1324			LCM.1386		
LCM.1325			LCM.1387		
LCM.1326			LCM.1388		
LCM.1327		Lost cause unknown Arakan coast ../4/45.	LCM.1389		
LCM.1328			LCM.1390		
LCM.1329			LCM.1391		
LCM.1330			LCM.1392		
LCM.1331			LCM.1393		
LCM.1332			LCM.1394		
LCM.1333			LCM.1395		
LCM.1334			LCM.1396		
LCM.1335			LCM.1397		Lost cause unknown off Normandie beaches ../6-7/44.
LCM.1336			LCM.1398		
LCM.1337			LCM.1399		
LCM.1338			LCM.1400		
LCM.1339			LCM.1401/ 4000		Numbers not used.
LCM.1340			LCM.4001		
LCM.1341			LCM.4002		
LCM.1342			LCM.4003		
LCM.1343			LCM.4004		
LCM.1344			LCM.4005		
LCM.1345			LCM.4006		

LCM.4007		LCM.4076	
LCM.4008		LCM.4077	
LCM.4009		LCM.4078	
LCM.4010		LCM.4079	
LCM.4011		LCM.4080	
LCM.4012		LCM.4081	
LCM.4013		LCM.4082	
LCM.4014		LCM.4083	
LCM.4015		LCM.4084	
LCM.4016		LCM.4085	
LCM.4017		LCM.4086	
LCM.4018		LCM.4087	
LCM.4019		LCM.4088	
LCM.4020		LCM.4089	
LCM.4021		LCM.4090	
LCM.4022		LCM.4091	
LCM.4023		LCM.4092	
LCM.4024		LCM.4093	
LCM.4025		LCM.4094	
LCM.4026	H McLean (Renfrew)	LCM.4095	
LCM.4027	-do-	LCM.4096	
LCM.4028	-do-	LCM.4097	
LCM.4029	-do-	LCM.4098	
LCM.4030	-do-	LCM.4099	
LCM.4031	-do-	LCM.4100	
LCM.4032		LCM.4101/	Numbers not used.
LCM.4033		7000	
LCM.4034		LCM.7001	
LCM.4035		LCM.7002	
LCM.4036		LCM.7003	
LCM.4037		LCM.7004	
LCM.4038		LCM.7005	
LCM.4039		LCM.7006	
LCM.4040		LCM.7007	
LCM.4041		LCM.7008	
LCM.4042		LCM.7009	
LCM.4043		LCM.7010	
LCM.4044		LCM.7011	
LCM.4045		LCM.7012	
LCM.4046		LCM.7013	
LCM.4047		LCM.7014	
LCM.4048		LCM.7015	
LCM.4049		LCM.7016	
LCM.4050		LCM.7017	
LCM.4051		LCM.7018	
LCM.4052		LCM.7019	
LCM.4053		LCM.7020	
LCM.4054		LCM.7021	
LCM.4055		LCM.7022	
LCM.4056		LCM.7023	
LCM.4067		LCM.7024	
LCM.4058		LCM.7025	
LCM.4059		LCM.7026	
LCM.4060		LCM.7027	
LCM.4061		LCM.7028	
LCM.4062		LCM.7029	
LCM.4063		LCM.7030	
LCM.4064		LCM.7031	
LCM.4065		LCM.7032	
LCM.4066		LCM.7033	
LCM.4067		LCM.7034	
LCM.4068		LCM.7035	
LCM.4069		LCM.7036	
LCM.4070		LCM.7037	
LCM.4071		LCM.7038	
LCM.4072		LCM.7039	
LCM.4073		LCM.7040	
LCM.4074		LCM.7041	
LCM.4075		LCM.7042	

LCM.7043	LCM.7100 -do-
LCM.7044	LCM.7101 -do-
LCM.7045	LCM.7102 -do-
LCM.7046	LCM.7103 -do-
LCM.7047	LCM.7104 -do-
LCM.7048	LCM.7105
LCM.7049	LCM.7106
LCM.7050	LCM.7107
LCM.7051	LCM.7108
LCM.7052	LCM.7109
LCM.7053	LCM.7110
LCM.7054	LCM.7111 C Hill (Bristol)
LCM.7055	LCM.7112 -do-
LCM.7056	LCM.7113 -do-
LCM.7057	LCM.7114 -do-
LCM.7058	LCM.7115 -do-
LCM.7059	LCM.7116 -do-
LCM.7060	LCM.7117 -do-
LCM.7061	LCM.7118 -do-
LCM.7062	LCM.7119 -do-
LCM.7063	LCM.7120 -do-
LCM.7064	LCM.7121 -do-
LCM.7065	LCM.7122 -do-
LCM.7066	LCM.7123 -do-
LCM.7067	LCM.7124
LCM.7068	LCM.7125
LCM.7069	LCM.7126
LCM.7070	LCM.7127
LCM.7071	LCM.7128
LCM.7072	LCM.7129
LCM.7073	LCM.7130
LCM.7074	LCM.7131
LCM.7075	LCM.7132
LCM.7076	LCM.7133
LCM.7077	LCM.7134
LCM.7078	LCM.7135
LCM.7079	LCM.7136
LCM.7080	LCM.7137
LCM.7081	LCM.7138
LCM.7082	LCM.7139
LCM.7083	LCM.7140
LCM.7084	LCM.7141
LCM.7085	LCM.7142
LCM.7086	LCM.7143
LCM.7087	LCM.7144
LCM.7088	LCM.7145
LCM.7089	LCM.7146
LCM.7090	LCM.7147
LCM.7091	LCM.7148
LCM.7092	LCM.7149
LCM.7093	LCM.7150
LCM.7094	(1) Mercantile <i>Southern Empress</i> torpedoed German submarine U.... North Atlan-
LCM.7095	tic. (2) Mercantile <i>Empire Tarpon</i> torpedoed German submarine U.... off north-west
LCM.7096	Scotland. (3) Lost overboard Mounts Bay from mercantile <i>John L Manson</i> . (4)
LCM.7097	Circumstances of loss from mercantile <i>Asa Lothrop</i> unknown.
LCM.7098	*Date reported
LCM.7099 H McLean (Renfrew)	

Landing Craft Support (LCS)

The need for support craft was early realised, and was taken up pre-war when the prototype LCAs (MLC.50 & 51) were converted into beach support craft/BSC. The basic idea was that both assault and the support craft should have the same hull; with the former carrying the troops, and running-in under the close cover of the latter, which would be armed. Consequently, a

proportion of the production LCAs were armed with a 4in smoke mortar and two .5in (2×1) machine guns mounted in the troop well, and were classed as landing craft support (medium) (Mark 1)/LCS(M)(1). They were protected by ¼in armour along the sides, a bullet-proof shelter for the cox'un, and a bullet-proof plate on deck between the engines to shield the motor mechanic.

They were followed by the LCS(M)(2)s, which were similarly armed and armoured except that the machine guns were placed in a twin power-operated mounting in a super-firing position aft of the cox'un's shelter. Both types suffered from the limitations of using a basically unaltered LCA hull form designed to beach, which they were not required to do. The LCS(M)(3)s, therefore, were designed with a more ship-shape hull form and adjusted trim while retaining the same armament; and continued in production to the end of the war.

Following the introduction of the LCS(M)s came the suggestion for heavy support craft/HSC capable of countering tanks present in the beach area, and of a size that could be hoisted out by a landing ship's derricks. They were known as landing craft support (large) (Mark 1)/LCS(L)(1), and were provided with a tank type turret and gun as the most suitable anti-tank armament. They were, virtually, wooden and floating armoured tanks as opposed to their automotive counterparts ashore; but the scale of protection was meagre, and limited to thinly armoured sides ($\frac{3}{4}$ in) and deck ($\frac{1}{4}$ in), and bullet-proof plating to the cox'un's shelter ($\frac{1}{2}$ in) and the gun positions ($\frac{1}{4}$ in). They were armed with a 2pdr Besa gun in a Daimler turret forward, a 4in smoke mortar amidships aft of the cox'un's shelter, and a twin .5 machine gun mounting aft. They were not outstandingly successful in their designed role, too much having been attempted on the displacement; and did not remain long in production. However, as the need to counter tanks still remained a problem, the type was not completely abandoned, but the weight restrictions were lifted. This enabled ten landing craft infantry/LCIs to be converted into landing craft support (large) (Mark 2)/LCS(L)(2)s on the same general arrangement as the earlier craft; except that a 6pdr replaced the 2pdr gun forward, and two 20mm AA (2×1) the smoke mortar amidships, which was re-sited well forward of the turret.

One result of the experience gained in the evacuation of Crete was the danger to which invading forces were exposed in aerial counter attack, and the necessity for BPCs in the absence of sufficient, or timely, air cover. In addition to increasing the AA armament of landing craft the need was felt for special AA landing craft. Two LCT(2)s were accordingly converted into prototype landing craft flak/LCF (see *Note 1*), and were respectively armed with heavy and light AA armaments, as opinion was divided as to which was more suitable. The LCF(2).1 was a formidable small craft armed with two twin 4in AA mountings separated by blast screens on the tank deck, and controlled by an HA.DCT fitted with AR.285 radar on the bridge, together with AW.286 at the masthead. A single 20mm AA gun in each bridge wing, and another right forward, completed the armament. The LCF(2).2 adopted a uniformly light AA armament, and had eight single 2pdr AA along the tank deck, and four 20mm AA (4×1) guns equally disposed fore and aft. The latter armament was finally preferred, and was mounted in the first group of LCF(3)s; but the arrangement was modified in the second group—and the succeeding LCF(4)s—by replacing four 2pdr by an equal number of 20mm AA guns.

The landing craft gun (large)/LCG(L)s were introduced to engage the fixed shore defences expected to be encountered in coastal areas suitable for large scale landings from the sea (see *Note 2*). Although such targets were normally the commitment of pre-invasion bombardments by fleet units, there was always the possibility that some would escape destruction, and would have to be dealt with on the spot when landings were mounted. Also, for small scale operations, fleet units might not be available for bombardment purposes.

Following the success—from a conversion viewpoint—of the LCF(2).1, the LCG(L)(3)s were converted from LCT(3)s, and armed with two 4.7in ex-destroyer guns, and three/five 20mm AA ($3/5 \times 1$) guns in wing positions before (not in all) and abaft the bridge, and right forward. The Royal Marines provided the gun crews; and they were protected $\frac{1}{2}$ in armour on deck and sides, and over the magazines. They proved most successful, and a number of LCT(4)s were more elaborately converted to LCG(L)(4)s. They had a more ship-shape bow form, the after 4.7in gun was made super-firing, all single 20mm AA guns were replaced by twin mountings, and two further wing positions added amidships; a simple pedestal director (also ex-destroyer)



Above: A more ship-shape hull was adopted by landing craft support (medium) (Mk. 3) No. 47; which was armed with a 4in smoke mortar forward, and a twin .5in machine gun mounting over the conning position. (IWM)

was mounted on the bridge, and the protection to vitals was increased to $1\frac{1}{2}$ in of armour.

Developed at the same time as the LCG(L)s were the landing craft (rocket)/LCT(R)s. These were simple conversions from LCT(2)s and LCT(3)s by the provision of a false deck over the tank space, on which were placed nests of 6-barrelled rocket projectors fixed in bearing and elevation. This meant the LCT(R)s had to be manoeuvred to an exact position firing off the beach(es). Considering the vagaries of wind, tide, and the craft themselves (and they belonged to a type notorious for their handling idiosyncrasies) this was only achieved with difficulty in practice. Having made the desired position they could effectively saturate a beach area of 750×160 yards with a most impressive and morale-boosting bombardment. A complete reload for all rocket projectors was stowed under deck, but took some time to effect; and they were thus limited to two full discharges, and a relatively short period at the beachheads. While undoubtedly more effective than the LCG(L)s for area bombardments, they lacked the mobility, endurance, and versatility of the LCG(L)s, and the celerity with which they could answer demands from the shore for gunfire support.

The overall success of the LCG(L)s largely inspired the smaller landing craft gun (medium)/LCG(M)s, which were specially designed to engage tanks and pill boxes ashore on near equal terms; and also incorporated a military requirement that fire power from Army type ordnance should be available from the first moment of the initial assault. This entailed, in its simplest terms, putting Army guns on a ship sufficiently large to make an open sea passage, which could then—by special flooding arrangements—ground itself as an off-shore gun platform. The LCG(M)s were protected by $\frac{1}{2}$ in armour; and were armed with two 17/25pdr gun/howitzers mounted *en echelon* on the foredeck, and two 20mm AA (2×1) guns abaft the bridge. By the time the first LCG(M)s were completed the main European landings were over, and later units were modified for Far Eastern service with less protection but increased armament, and the special flooding arrangements omitted.

As the LCG(M)s with their ship-shape hull forms proved such better seaboats than the LCTs, they were considered superior alternatives to the LCT(R)s if armed with rockets instead of guns. Classed as landing craft support (rocket)/LCS(R)s for this new role, only the first two were completed before the sudden end to hostilities, and they were deprived of the opportunity to show their merit.

From the design point of view the support craft were the most interesting among the family of landing craft; and their conception and design under war conditions was of a high order. They unhesitatingly closed the beaches to render all possible support to the troops ashore, and deservedly won high praise from all quarters.

Note 1: Logically they should have been classed as landing craft anti-aircraft/LCAA, but this would have resulted in confusion with the landing craft assault/LCA.

Note 2: In the Mediterranean LCG(L)s were also employed to attack North African and coastal convoys, which resulted in a German counterpart to the LCG(L)s to defend Axis convoys.

Landing craft support (medium) (Mark 1): Nos. 1/24.

Displacement: 9 tons (10¾ tons full load).
Dimensions: (pp)/38¾ (oa) × 10 × ...d/1½ (1¾ full load) feet.
Machinery: Two shafts, Ford 8cyl (bore ..in × ..in stroke) petrol engines BHP 130 = 10 knots.
Bunkers & endurance: Petrol 64 gallons, 60nm @ 10k.
Protection: Conning position ½in; sides, deck & bulkhead ¼in.
Armament: Two ·5in (2×1) machine guns, one 4in smoke mortar.
Complement: 11.

Landing craft support (medium) (Mark 2): Nos. 25/40.

Displacement: 10½ tons (12½ tons full load).
Dimensions: (pp)/38¾ (oa) × 10 × ...d/1¾ (2 full load) feet.
Machinery: Two shafts, Ford 8cyl (bore ..in × ..in stroke) petrol engines BHP 130 = 9 knots.
Bunkers & endurance: Petrol 64 gallons, 60nm @ 9k.
Protection: Conning position ½in; sides, deck & bulkhead ¼in.
Armament: Two ·5in (1×2) machine guns, one 4in smoke mortar.
Complement: 11.

Landing craft support (medium) (Mark 3): Nos. 42/120.

Displacement: 11½ tons (12¾ tons full load).
Dimensions: (pp)/38¾ (oa) × 10 × ...d/1¾ (2 full load) feet.
Machinery: Two shafts, Ford 8cyl (bore ..in × ..in stroke) petrol engines BHP 130 = 9 knots.
Bunkers & endurance: Petrol 98 gallons, 90nm @ 9k.
Protection: Conning position, sides, deck, bulkhead & ammunition hoist ¼in.
Armament: Two ·5in (1×2), two ·303in (2×1) machine guns; one 4in smoke mortar.
Complement: 10.

Landing craft support (large) (Mark 1): Nos. 1/250.

Name	Builder	Completed	Fate
LCS(M).1			Lost cause & place unknown ..../41.
LCS(M).2/3			
LCS(M).4			Lost cause unknown Tobruk 20/6/42.
LCS(M).5			
LCS(M).6			Lost cause unknown Tobruk 20/6/42.
LCS(M).7/8			
LCS(M).9			Lost cause unknown Dieppe 19/8/42.
LCS(M).10			
LCS(M).11			Lost cause unknown Algiers ..../11/42.
LCS(M).12/13			
LCS(M).14			Lost cause unknown Algiers ..../11/42.
LCS(M).15			Lost cause unknown Tobruk 20/6/42.
LCS(M).16			Lost cause unknown India 29/8/43.
LCS(M).17			Lost cause unknown Mayu River 25/4/43.
LCS(M).18			Lost cause unknown Tobruk 20/6/42.
LCS(M).19			Lost cause unknown Tobruk 20/6/42.
LCS(M).20/21			

LCS(M).22			Lost cause unknown Tobruk 20/6/42.
LCS(M).23			Lost cause unknown Mayu River ..../3/43.
LCS(M).24			
LCS(M).25/27			
LCS(M).28			Lost cause unknown Algiers ..../11/42.
LCS(M).29			
LCS(M).30			Lost cause unknown off Arakan coast ..../6/45.*
LCS(M).31/40			
*Date reported			
Name	Builder	Completed	Fate
LCS(M).41			
LCS(M).42			Lost cause & place unknown 25/8/44.
LCS(M).43/45			
LCS(M).46			Lost cause unknown Anzio beaches ..../1/44.
LCS(M).47			Lost cause & place unknown ..../6/44.
LCS(M).48			
LCS(M).49			Lost cause & place unknown ..../44.
LCS(M).50/53			
LCS(M).54			Lost cause & place unknown 1/7/44.
LCS(M).55/58			
LCS(M).59			Lost cause & place unknown ..../5/44.*
LCS(M).60/68			
LCS(M).69			Foundered off east coast of Scotland 3/3/44.
LCS(M).70/74			
LCS(M).75			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).76			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).77/79			
LCS(M).80			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).81			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).82			
LCS(M).83			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).84/90			
LCS(M).91			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).92/98			
LCS(M).99			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).100			
LCS(M).101			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).102			
LCS(M).103			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).104/107			
LCS(M).108			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).109/113			
LCS(M).114			Lost cause unknown Normandie beaches ..../6/44.
LCS(M).115/147			
LCS(M).148			Lost cause unknown off Arakan coast ..../6/45.*
LCS(M).149/150			
*Date reported			

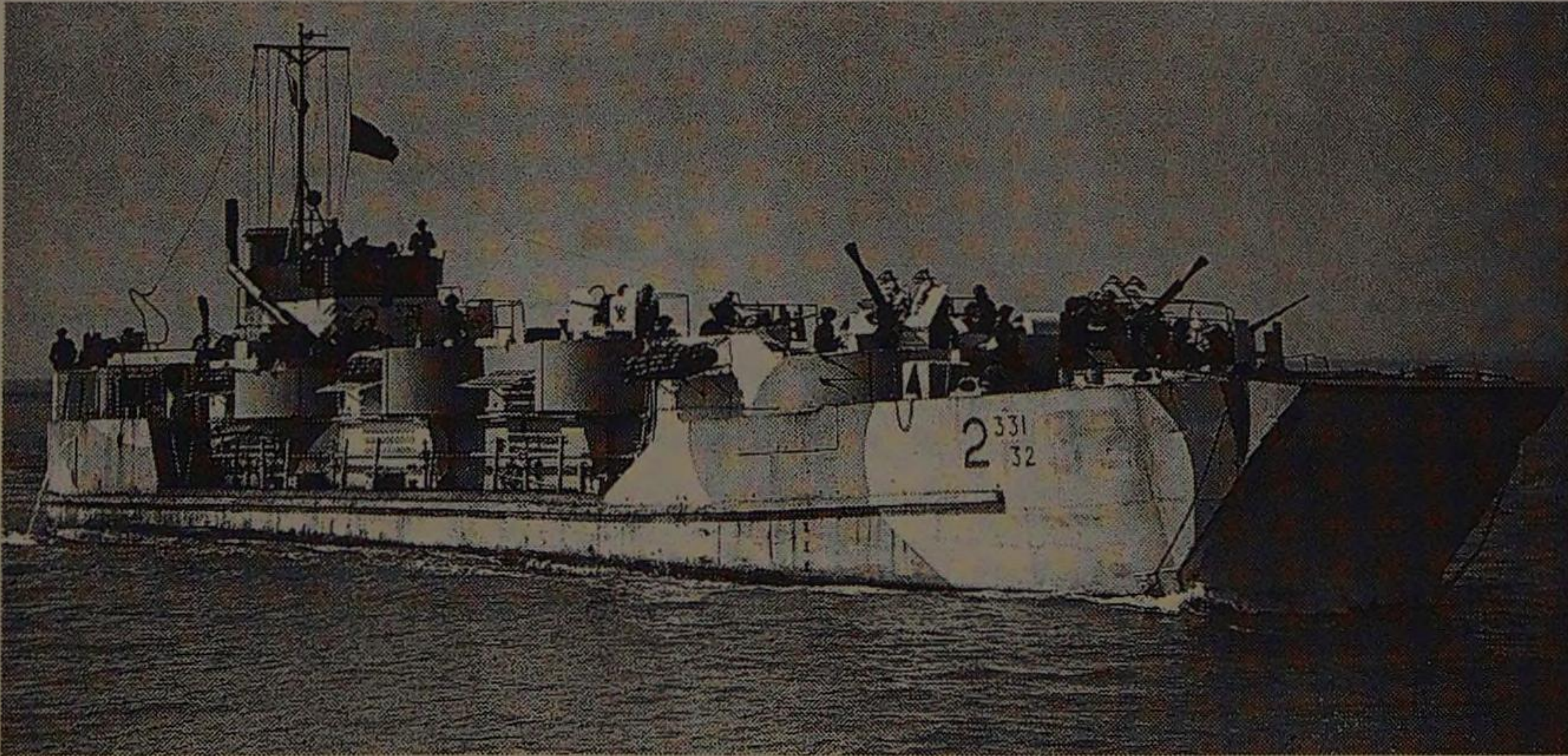
Name	Builder	Completed	Fate	LCS(L).255	Brooke Marine (Oulton Broad)	.....	
LCS(L).1/200	.....	.....		LCS(L).256	J Sadd (Maldon)	.....	Lost cause unknown Walcheren area 1/11/44.
LCS(L).201	.....	.....	Lost collision English Channel ../9/43.	LCS(L).257	Austins (Barking)	.....	
LCS(L).202/250	.....	.....		LCS(L).258	Solent Shipyard (Sarisbury Green)	.....	Lost cause unknown Walcheren area 1/11/44.
LCS(L).251	Austins (Barking)	.....		LCS(L).259	H T Percival (Horning)	.....	
LCS(L).252	Solent Shipyard (Sarisbury Green)	.....	Lost cause unknown Walcheren area 1/11/44.	LCS(L).260	Austins (Barking)	.....	
LCS(L).253	H T Percival (Horning)	.....					
LCS(L).254	A M Dickie (Bangor)	.....					

Landing Craft Flak (Large)

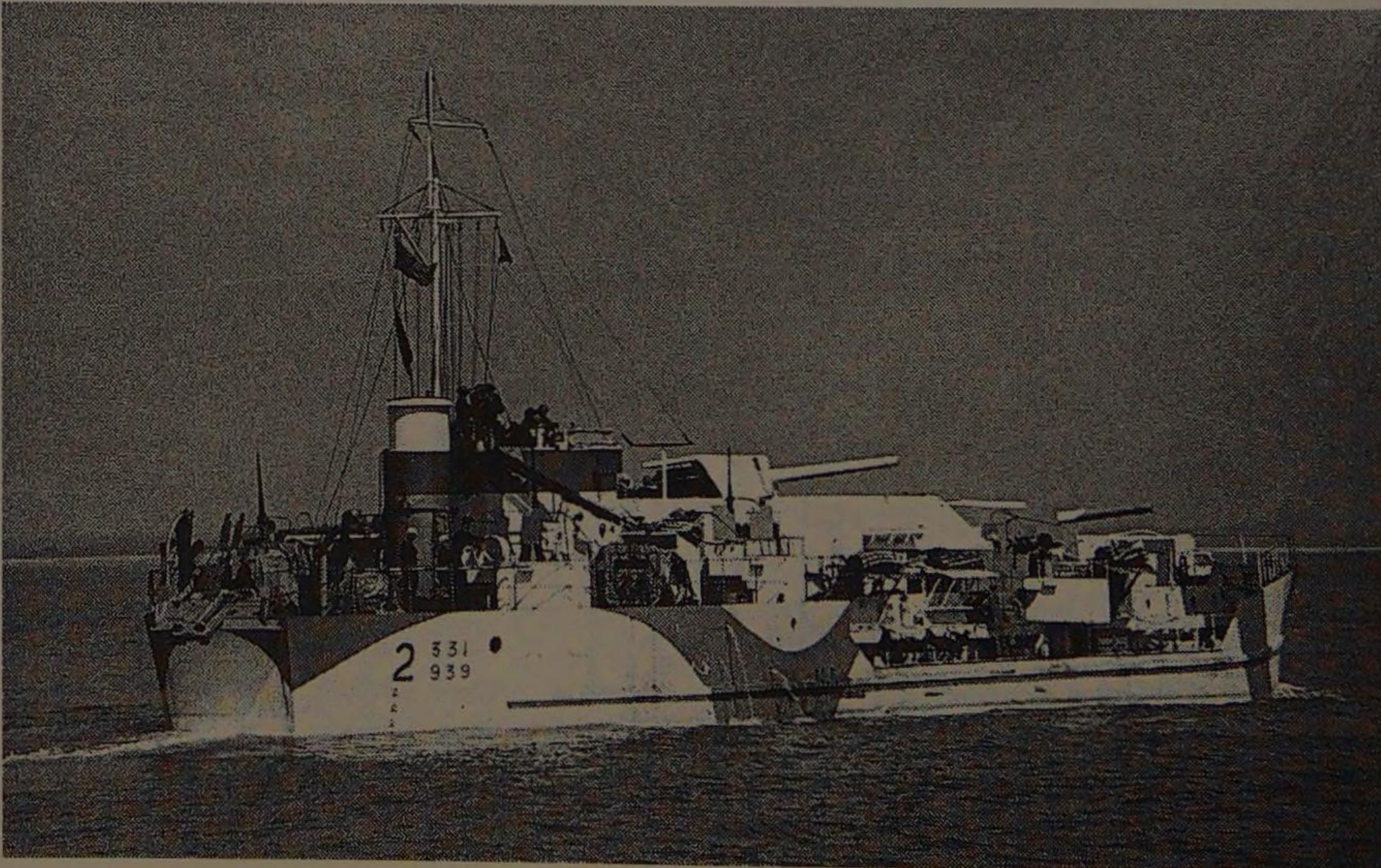
Name	Builder	Laid down	Launched	Completed	Fate
Ordered ../../..					
LCF.1 ex-LCT.123	Tees-Side Bridge (Middles- borough) (1)	.....	11. 8.41	11.41	Explosion off Normandie beaches 17/8/43.
LCF.2 ex-LCT.122	-do- (1)	.....	10. 8.41	 1.42	Bombed German aircraft off Dieppe 19/8/42.

Machinery contracts:

Name	Builder	Laid down	Launched	Completed	Fate
Ordered ../../..					
LCF.3 ex-LCT.312	Tees-Side Bridge (Middles- brough) (1)	.....	17.12.41	 5.42	Mercantile <i>Panny</i> (1949).
LCF.4 ex-LCT.315	-do- (1)	.....	16. 1.42	 5.42	
LCF.5 ex-LCT.319	-do- (2)	.....	17. 2.42	42	
LCF.6 (i) ex-LCT.320	-do-	.....	4. 3.42	.....	Conversion cancelled.
LCF.6 (ii) ex-LCT.327	Stockton Construction (Thornaby) (3)	20.22.41	14. 2.42	20. 2.42	
Ordered ../../..					
LCF.7 ex-LCT.351	J Russell (Barking)	.....	28. 9.42	 1.43	NSC(L).6 (1945).



Left, upper: A light AA armament of four 2pdr (4×1) and eight 20mm (8×1) guns was mounted on *LCF(3).32*. (IWM)
Left, lower: Converted from an LCT(3), *LCG(L)(3).13* was armed with two 4·7in (2×1) and three 20mm AA (3×1) guns. (IWM)
Below: Converted from an LCT(4), *LCG(L).939* was armed with two 4·7in (2×1) and seven 20mm AA (7×1) guns. (IWM)



LCF.8 ex-LCT.352	-do-	.....	27.10.42	 2.43	
LCF.9 ex-LCT.335	General Steam Navigation (Deptford)	3. 6.42	14. 9.42	1. 3.43	NSC(L).... (19..).
LCF.10 ex-LCT.336	-do-	14. 7.42	42	 3.43	
LCF.11 ex-LCT.350	J Pollock (Faversham) (3)	42	24.11.42	 3.43	
LCF.12 ex-LCT.338	Tilbury Construction & Dredging	42	21.12.42	43	
LCF.13 ex-LCT.348	Stockton Construction (Thornaby) (3)	20. 6.42	10. 9.42	18. 9.42	Bombed German aircraft off Pantellaria 12/6/43.
LCF.14 ex-LCT.349	-do- (2)	30. 6.42	31. 8.42	15. 9.42	
LCF.15 ex-LCT.406	Arrol (Meadowside)	42	8.10.42	42	Mined off Elba 16–17/6/44.
LCF.16 ex-LCT.407	-do-	42	11.10.42	42	
LCF.17 ex-LCT.408	Redpath Brown (Meadowside)	42	42	42	
LCF.18 ex-LCT.409	-do-	42	42	42	

Machinery contracts:

Name	Builder	Laid down	Launched	Completed	Fate
Ordered ../../..					
LCF.19 ex-LCT.654	A Findlay (Old Kilpatrick)	.....	.....	.....	
LCF.20 ex-LCT.655	-do-	.....	.....	.....	
LCF.21 ex-LCT.791	-do-	.....	.....	.....	
LCF.22 ex-LCT.686	MacLellan (Bo`ness)	.....	.....	.....	
LCF.23 ex-LCT.687	-do-	.....	.....	.....	
LCF.24 ex-LCT.688	-do-	.....	.....	.....	
LCF.25 ex-LCT.825	A Findlay (Old Kilpatrick)	.....	.....	.....	
LCF.26 ex-LCT.806	-do-	.....	.....	.....	
LCF.27 ex-LCT.648	-do-	.....	.....	.....	
LCF.28 ex-LCT.831	-do-	.....	.....	.....	
LCF.29 ex-LCT.588	Stockton Construction (Thornaby) (3)	12.10.42	14. 1.43	29. 1.43	
LCF.30 ex-LCT.792	A Findlay (Motherwell)	.....	.....	.....	
LCF.31 ex-LCT.874	Stockton Construction (Thornaby) (3)	8. 1.43	12. 3.43	24. 3.43	Lost cause unknown off Normandie beaches 15/9/44.
LCF.32 ex-LCT.623	Tees-Side Bridge (Middles- brough) (5)	42	21. 1.43	 5.43	
LCF.33 ex-LCT.699	-do- (5)	42	19. 2.43	 6.43	
LCF.34 ex-LCT.701	-do- (5)	42	26. 2.43	 7.43	
LCF.35 ex-LCT.873	Stockton Construction (Thornaby) (6)	17.12.42	10. 2.43	26. 2.43	
LCF.36 ex-LCT.705	Tees-Side Bridge (Middles- brough) (5)	42	19. 3.43	 6.43	
LCF.37 ex-LCT.725	Green & Silley Weir (Black- wall)	.....	.....	.....	Lost cause unknown Walcheren area 1/11/44.
LCF.38 ex-LCT.714	Tees-Side Bridge (Middles- brough) (5)	42	22. 4.43	 8.43	Lost cause unknown Walcheren area 1/11/44.
LCF.39 ex-LCT.877	Stockton Construction (Thornaby) (3)	17. 3.43	3. 5.43	19. 5.43	
LCF.40	.....	.....	.....	.....	Conversion cancelled & converted to LCG(4).
LCF.41 ex-LCT.764	Tees-Side Bridge (Middles- brough)	43	2. 7.43	43	Conversion cancelled & converted to LCG(4).

LCF.42	Stockton Construction	11. 5.43	23. 6.43	30. 6.43	
ex-LCT.880	(Thornaby) (6)				
LCF.43/46	.....	.....	.....	.....	Conversions cancelled & converted to LCG(4).

Machinery contracts:

Landing Craft Gun (Large) (Mark 3)

Name	Builder	Laid down	Launched	Completed	Fate
Ordered .././..					
LCG(L).1	Arrol (Meadowside)	.....	.....	.....	
ex-LCT.360					
LCG(L).2	Tees-Side Bridge (Middles-	42	1. 4.42	 5.43	
ex-LCT.323	brough) (7)				
LCG(L).3	Stockton Construction	.....	.....	.....	
ex-LCT.342	(Thornaby) (7)				
LCG(L).4	Redpath Brown (Meadowside)	.....	.....	.....	
ex-LCT.376					
LCG(L).5	Arrol (Meadowside)	41	31.12.41	42	
ex-LCT.304					
LCG(L).6	A Findlay (Old Kilpatrick)	.....	.....42	.....	
ex-LCT.305					
LCG(L).7	Redpath Brown (Meadowside)	.....	.....	.....	
ex-LCT.309					
LCG(L).8	MacLellan (Bo'ness)	.....	.....	.....	
ex-LCT.310					
LCG(L).9	A Findlay (Old Kilpatrick)	.....	.....42	.....	
ex-LCT.371					
LCG(L).10	MacLellan (Bo'ness)	.....	.....	.....	
ex-LCT.374					
LCG(L).11	Arrol (Meadowside)	42	19. 5.42	42	
ex-LCT.392					
LCG(L).12	A Findlay (Old Kilpatrick)	.....	.....42	.....	
ex-LCT.402					
LCG(L).13	Arrol (Meadowside)	42	14. 5.42	42	
ex-LCT.365					
LCG(L).14	MacLellan (Bo'ness)	.....	.....42	.....	
ex-LCT.373					
LCG(L).15	A Findlay (Old Kilpatrick)	.....	.....42	.....	Foundered stress of weather off Milford 25/4/43.
ex-LCT.369					
LCG(L).16	Arrol (Meadowside)	42	29. 5.42	42	Foundered stress of weather off Milford 26/4/43.
ex-LCT.393					
LCG(L).17	-do-	42	16. 6.42	42	
ex-LCT.394					
LCG(L).18	Redpath Brown (Meadowside)	.....	.....42	.....	
ex-LCT.414					
LCG(L).19	-do-	.....	.....42	.....	
ex-LCT.415					
LCG(L).20	A Findlay (Old Kilpatrick)	.....	.....42	.....	
ex-LCT.370					
LCG(L).21	Fairfield (Chepstow)	.....	.....	.....	
ex-LCT.749					
LCG(L).22	Motherwell Bridge (Meadow-	.....	.....	.....	
ex-LCT.787	side)				
LCG(L).23	A Findlay (Old Kilpatrick)	.....	.....	.....	
ex-LCT.653					
LCG(L).24	Arrol (Meadowside)	42	7. 1.43	43	
ex-LCT.504					
LCG(L).25	A Findlay (Old Kilpatrick)	.....	.....	.....	Mercantile <i>Janus</i> (19..).
ex-LCT.644					
LCG(L).26	MacLellan (Bo'ness)	.....	.....	.....	Mercantile <i>Esso V</i> (1948).
ex-LCT.1052					
LCG(L).27	Tees-Side Bridge (Middles-	43	30. 7.43	43	
ex-LCT.770	brough)				
LCG(L).28	Harland & Wolff (North	.....	.....	.....	
ex-LCT.907	Woolwich)				
LCG(L).29	Tees-Side Bridge (Middles-	43	23. 1.44	44	
ex-LCT.1118	brough)				

Machinery contracts:

Converted by (1) Palmers (Hebburn) (2) Greenwell (Sunderland) (3) Tyne Dock Engineering (.....) (4) J Russell (Barking) (5) St Andrews Engineering (Hull) (6) Amos & Smith (Hull) (7) Harland & Wolff (North Woolwich)

Landing Craft Gun (Medium) (Mark 1)

Name	Builder	Laid down	Launched	Completed	Fate
Ordered 3/4/43					
LCG(M).101	Tees-Side Bridge (Middles-brough)		11. 4.44		Lost cause unknown Walcheren area 1/11/44.
LCG(M).102	-do-		25. 4.44		Lost cause unknown Walcheren area 1/11/44.
LCG(M).103	-do-	.....	8. 5.44	.....	
LCG(M).104	-do-	.....	22. 5.44	.....	
LCG(M).105	-do-		25. 5.44		Fitted-out Hendon Dock (Sunderland).
LCG(M).106	-do-	.....	7. 6.44	.....	
LCG(M).107	-do-	.....	10. 6.44	.....	
LCG(M).108	-do-		22. 6.44		Fitted-out Amos & Smith (Hull).
LCG(M).109	-do-	.....	24. 6.44	.....	
LCG(M).110	-do-	.....	7. 7.44	.....	
LCG(M).111	-do-		20. 7.44		Fitted-out Stewart & Craig (Hull).
LCG(M).112	-do-	.....	25. 7.44	.....	
LCG(M).113	-do-	.....	21. 8.44	.....	
LCG(M).114	-do-		1. 9.44		
LCG(M).115	-do-	.....	19. 9.44	.....	
LCG(M).116	-do-	.....	1.10.44	.....	
LCG(M).117	-do-		7.10.44		Fitted-out Stewart & Craig (Hull).
LCG(M).118	-do-		19.10.44		Sold Metal Industries ../46, arrived Rosyth ../3/46 for scrapping.
LCG(M).119	-do-	.....	31.10.44	.....	
LCG(M).120	-do-	44	14.11.44	21. 6.45	
LCG(M).121	-do-		16.11.44		Fitted-out Brigham & Cowan (Hull).
LCG(M).122	-do-	.....	29.11.44	.....	
LCG(M).123	-do-	.....	1.12.44	.....	
LCG(M).124	-do-		15.12.44	45	Mercantile <i>Stanelco</i> (1947).
LCG(M).125	A Findlay (Old Kilpatrick)	.....	.....	.....	
LCG(M).126	-do-	.....	.....	.....	
LCG(M).127	-do-			44	Mercantile <i>Sanda</i> (1947)?
LCG(M).128	-do-	.....	.....	.....	
LCG(M).129	-do-	.....	.....	.....	
LCG(M).130	-do-				Mercantile <i>Medvind</i> (19..).
LCG(M).131	-do-	.....	.....	.....45	
LCG(M).132	-do-	.....	.....	.....	
LCG(M).133	-do-				
LCG(M).134	-do-	.....	.....	.....	
LCG(M).135	-do-	.....	.....	.....	
LCG(M).136	-do-				
LCG(M).137	-do-	.....	.....	.....	
LCG(M).138	-do-	.....	.....	.....	
LCG(M).139	-do-				
LCG(M).140	-do-	.....	.....	.....	
LCG(M).141	-do-	.....	.....	.....	
LCG(M).142	-do-				
LCG(M).143	Arrol (Meadowside)	.....	8. 9.44	.....	
LCG(M).144	-do-	.....	18.10.44	.....	
LCG(M).145	-do-		31.10.44		Mercantile <i>Victory</i> (1949).
LCG(M).146	-do-	.....	17.11.44	44	
LCG(M).147	-do-	.....	14.12.44	.....	
LCG(M).148	-do-		18.12.44		
LCG(M).149	-do-	.....	18. 1.45	.....	
LCG(M).150	-do-	.....	3. 4.45	.....	
Ordered 17/11/43					
LCG(M).151	Tees-Side Bridge (Middles-brough)		29. 3.45		LCS(R).1 (19..).
LCG(M).152	-do-		26. 4.45		LCS(R).2 (19..).
LCG(M).153	-do-		11. 5.45		LCS(R).3 (19..).
LCG(M).154	-do-		29. 5.45		LCS(R).4 (19..).
LCG(M).155	-do-		12. 6.45		LCD(R).5 (19..).
LCG(M).156	-do-		14. 6.45		LCS(R).6 (19..).
LCG(M).157	-do-		26. 5.45		LCS(R).7 (19..).
LCG(M).158	-do-		30. 6.45		LCS(R).8 (19..).
LCG(M).159	-do-		24. 7.45		LCS(R).9 (19..).
LCG(M).160	-do-		12. 7.45		LCS(R).10 (19..)

LCG(M).161	-do-	.....	26. 7.45	.....	LCS(R).11 (19..)
LCG(M).162	-do-	.....	23. 8.45	.....	LCS(R).12 (19..).
LCG(M).163	-do-	.....	27. 8.45	.....	LCS(R).13 (19..).
LCG(M).164	-do-	.....	7. 9.45	.....	LCS(R).14 (19..).
LCG(M).165	-do-	.....	20. 9.45	.....	LCD(R).15 (19..)
LCG(M).166	-do-	.....	21. 9.45	.....	LCS(R).16 (19..).
LCG(M).167	-do-	.....	25. 9.45	.....	LCS(R).17 (19..).
LCG(M).168	-do-	.....	5.10.45	.....	LCS(R).18 (19..).
LCG(M).169	-do-	.....	.....	.....	LCS(R).19 (19..); cancelled .././45.
LCG(M).170	-do-	.....	.....	.....	LCS(R).20 (19..); cancelled .././45.
LCG(M).171	-do-	.....	.....	.....	LCS(R).21 (19..); cancelled .././45.
LCG(M).172	-do-	.....	.....	.....	LCS(R).22 (19..); cancelled .././45.
LCG(M).173	-do-	.....	.....	.....	LCS(R).23 (19..); cancelled .././45.
LCG(M).174	-do-	.....	.....	.....	LCS(R).24 (19..); cancelled .././45.
LCG(M).175	Stockton Construction (Thornaby) (1)	14. 6.44	16.10.44	13.12.44	
LCG(M).176	-do- (2)	19. 6.44	30.10.44	18. 1.45	
LCG(M).177	-do- (3)	5. 7.44	17.11.44	16. 2.45	
LCG(M).178	-do- (4)	18. 7.44	1.11.44	6. 3.45	
LCG(M).179	-do- (1)	19. 7.44	16.12.44	22. 3.45	
LCG(M).180	-do- (2)	1. 9.44	29.12.44	13. 4.45	
LCG(M).181	-do- (3)	12. 9.44	12. 2.45	16. 5.45	Mercantile <i>Rochester Queen</i> (19..), <i>Hein Muck</i> (19..).
LCG(M).182	-do- (4)	1.11.44	17. 2.45	2. 6.45	
LCG(M).183	-do- (1)	1.11.44	28. 2.45	13. 3.45	Fitted-out by Brigham & Cowan (Hull).
LCG(M).184	-do- (2)	4.12.44	14. 3.45	25. 6.45	
LCG(M).185	-do- (3)	5.12.44	18. 3.45	10. 7.45	
LCG(M).186	-do- (4)	4. 1.45	11. 4.45	27. 7.45	
LCG(M).187	-do- (1)	14. 2.45	16. 4.45	21. 4.45	
LCG(M).188	-do- (2)	15. 2.45	28. 4.45	6. 9.45	Mercantile <i>Eidangerfjord</i> (1949), <i>Storesand</i> (1950).
LCG(M).189	-do- (3)	3. 3.45	16. 5.45	.....	Completed mercantile <i>Vestffjord</i> (1949, <i>Venosund</i> (19..).
LCG(M).190	-do- (4)	5. 3.45	8. 6.45	21. 6.45	
Ordered 11/4/44					
LCG(M).191	Tees-Side Bridge (Middles- brough)	.....	28.12.44	.....	Fitted-out W Badger (East Smithfield).
LCG(M).192	-do-	.....	12. 2.45	.....	Mercantile <i>Hjelmelandsfjord</i> (1949).
LCG(M).193	-do-	.....	26. 2.45	.....	
LCG(M).194	-do-	.....	28. 2.45	.....	Fitted-out Stewart & Craig (Hull).
LCG(M).195	-do-	.....	16. 3.45	.....	
LCG(M).196	-do-	.....	11. 4.45	.....	Sold incomplete for mercantile conversion .././...
LCG(M).197	General Steam Navigation (Deptford) (5)	26. 4.45	.....	.....	Cancelled .././...
LCG(M).198	 (5)	.....	.....	.....	Cancelled .././...
LCG(M).199	 (5)	.....	.....	.....	Cancelled .././...
LCG(M).200	 (5)	.....	.....	.....	Cancelled .././...

Machinery contracts: All engined by Davey Paxman (Colchester).
Sections supplied by (1) Cargo Fleet (Stockton) (2) Cleveland Bridge (Darlington) (3) Head Wrightonson (Thornaby) (4) Whessoe Foundry (Darlington) (5) Tees-Side Bridge (Middlesbrough)

Landing Craft Gun (Medium) (Mark 2)

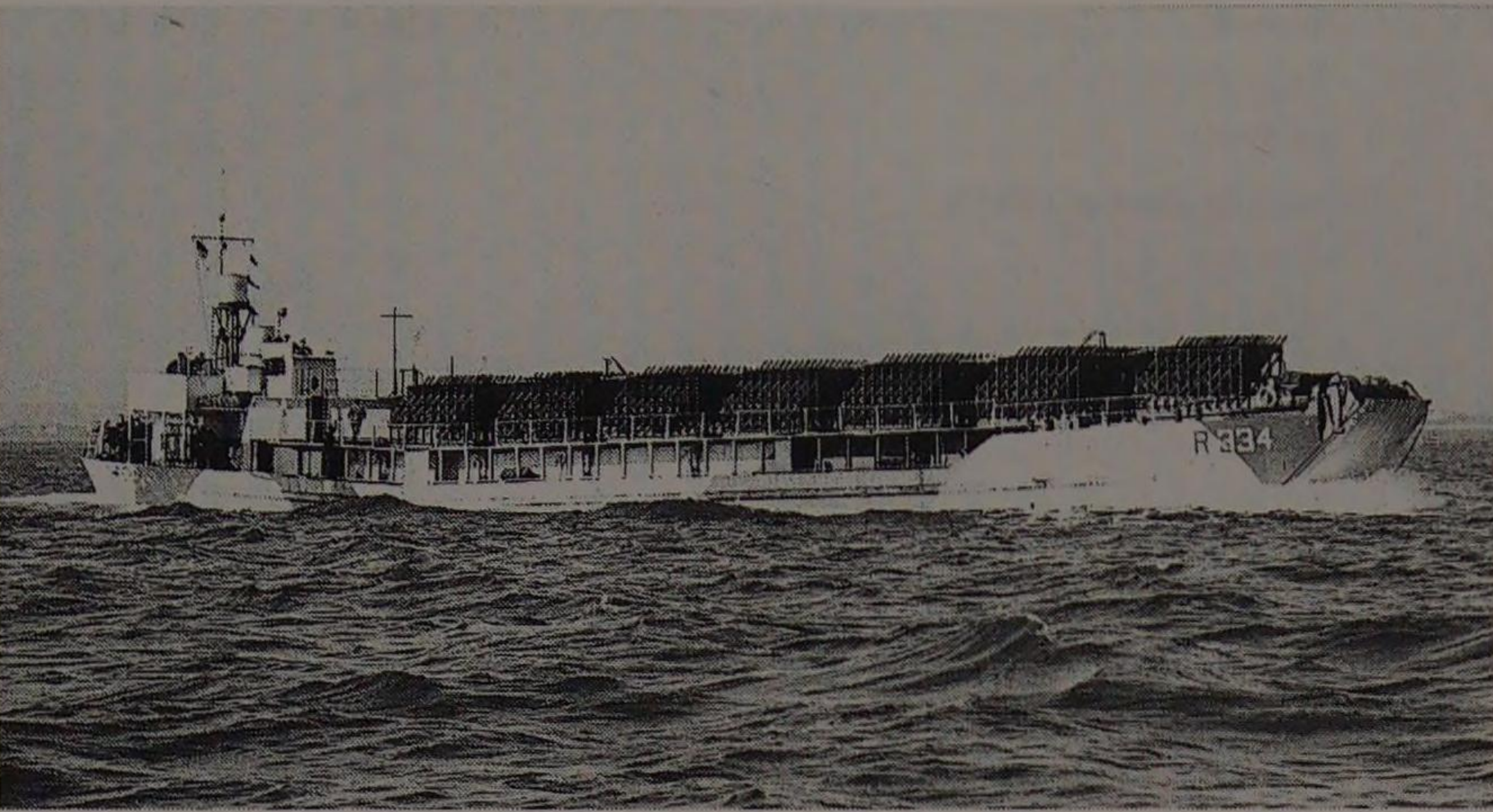
Name	Builder	Laid down	Launched	Completed	Fate
Ordered .././..					
LCG(M).501	A Findlay (Old Kilpatrick)	.....	.....	.....	Cancelled .././...
LCG(M).502	-do-	.....	.....	.....	Cancelled .././...
LCG(M).503	-do-	.....	.....	.....	Cancelled .././...
LCG(M).504	-do-	.....	.....	.....	Cancelled .././...
LCG(M).505	-do-	.....	.....	.....	Cancelled .././...
LCG(M).506	-do-	.....	.....	.....	Cancelled .././...
LCG(M).507	-do-	.....	.....	.....	Cancelled .././...
LCG(M).508	-do-	.....	.....	.....	Cancelled .././...
LCG(M).509	-do-	.....	.....	.....	Cancelled .././...
LCG(M).510	-do-	.....	.....	.....	Cancelled .././...
LCG(M).511	-do-	.....	.....	.....	Cancelled .././...

LCG(M).512	-do-	.....	.....	.....	Cancelled .././...
LCG(M).513	Arrol (Meadowside)	.....	17. 5.45	.....	
LCG(M).514	-do-	.....	11. 6.45	.....	
LCG(M).515	-do-	.....	14. 6.45	45	Mercantile <i>Hurum</i> (1949).
LCG(M).516	-do-	.....	10. 7.45	.....	
LCG(M).517	-do-	.....	9. 8.45	.....	
LCG(M).518	-do-	.....	21. 9.45	.....	Mercantile <i>Bertrix</i> (19..).
LCG(M).519	-do-	.....	22.10.45	.....	
LCG(M).520	-do-	45	.....	.....	Cancelled .././... & scrapped on slip.
LCG(M).521	-do-	45	.....	.....	Cancelled .././... & scrapped on slip.
LCG(M).522	-do-	45	.....	.....	Cancelled .././... & scrapped on slip.
LCG(M).523	-do-	45	.....	.....	Cancelled .././... & scrapped on slip.
LCG(M).524	-do-	.....	.....	.....	Cancelled .././...

Machinery contracts: All engined by Davey Paxman (Colchester).

Landing Craft Support (Rocket)

Name	Builder	Laid down	Launched	Completed	Fate
Ordered 17/11/43					
LCS(R).1 ex-LCG(M).151	Tees-Side Bridge (Middles- brough)	.....	29. 3.45	.....	
LCS(R).2 ex-LCG(M).152	-do-	.....	26. 4.45	.....	Mercantile <i>Bertrand</i> (1949).
LCS(R).3 ex-LCG(M).153	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).4 ex-LCG(M).154	-do-	.....	.....	.....	Completed mercantile (19..), French Navy L.9083 (19..).
LCS(R).5 ex-LCG(M).155	-do-	.....	.....	.....	Completed mercantile <i>Opo</i> (1947), <i>Janet</i> (1951).
LCS(R).6 ex-LCG(M).156	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).7 ex-LCG(M).157	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).8 ex-LCG(M).158	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).9 ex-LCG(M).159	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).10 ex-LCG(M).160	-do-	.....	.....	.....	Completed mercantile <i>Trollfjell</i> (1948), <i>Angela</i> (1954).
LCS(R).11 ex-LCG(M).161	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).12 ex-LCG(M).162	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).13 ex-LCG(M).163	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).14 ex-LCG(M).164	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).15 ex-LCG(M).165	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).16 ex-LCG(M).166	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).17 ex-LCG(M).167	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).18 ex-LCG(M).168	-do-	.....	.....	.....	Completed mercantile (19..).
LCS(R).19 ex-LCG(M).169	-do-	.....	.....	.....	Cancelled .././45.
LCS(R).20 ex-LCG(M).170	-do-	.....	.....	.....	Cancelled .././45.
LCS(R).21 ex-LCG(M).171	-do-	.....	.....	.....	Cancelled .././45.
LCS(R).22 ex-LCG(M).172	-do-	.....	.....	.....	Cancelled .././45.
LCS(R).23 ex-LCG(M).173	-do-	.....	.....	.....	Cancelled .././45.
LCS(R).24 ex-LCG(M).174	-do-	.....	.....	.....	Cancelled .././45.



Left and above: Converted from LCT(3)s, *LCT(R).334* (left) and *LCT(R).1405* (above) had a temporary deck placed over the tank deck for mounting the rocket launchers, and were fitted with SW.272 RDF on the bridge. (IWM)

Ordered 18/4/44

LCS(R).25	Stockton Construction (Thornaby) (1)	20.	3.45	9.	7.45	.....	Completed mercantile .....(19..).
LCS(R).26	-do- (2)	21.	3.45	25.	7.45	.....	Completed mercantile .....(19..).
LCS(R).27	-do- (3)	13.	4.45	23.	8.45	.....	Completed mercantile .....(19..), French Navy L.9084 (19..).
LCS(R).28	-do- (4)	1.	5.45	6.	9.45	.....	Completed mercantile .....(19..).
LCS(R).29	-do- (1)	2.	5.45	7.	9.45	.....	Completed mercantile .....(19..).
LCS(R).30	-do- (2)	.....	.....	.....	.....	.....	Cancelled .././.. & scrapped on slip.
LCS(R).31	-do- (3)	.....	.....	.....	.....	.....	Cancelled .././.. & scrapped on slip.
LCS(R).32	-do- (4)	.....	.....	.....	.....	.....	Cancelled .././...
LCS(R).33	-do- (1)	.....	.....	.....	.....	.....	Cancelled .././...
LCS(R).34	-do- (2)	.....	.....	.....	.....	.....	Cancelled .././...
LCS(R).35	-do- (3)	.....	.....	.....	.....	.....	Cancelled .././...
LCS(R).36	-do- (4)	.....	.....	.....	.....	.....	Cancelled .././...
LCS(R).37	-do- (1)	.....	.....	.....	.....	.....	Cancelled .././...
LCS(R).38	-do- (2)	.....	.....	.....	.....	.....	Cancelled .././...
LCS(R).39	-do- (3)	.....	.....	.....	.....	.....	Cancelled .././...
LCS(R).40	-do- (4)	.....	.....	.....	.....	.....	Cancelled .././...

Ordered 17/7/44

LCS(R).41/56	(London) (5)	.....	.....	.....	.....	.....	Cancelled .././45.
LCS(R).57/64	Tees-Side Bridge (Middles- brough)	.....	.....	.....	.....	.....	Cancelled .././45.

Machinery contracts: All engined by Davey Paxman (Colchester).

Sections supplied by (1) Cargo Fleet (Stockton) (2) Cleveland Bridge (Darlington) (3) Head Wrightson (Thornaby) (4) Whessoe Foundry (Darlington) (5) Tees-Side Bridge (Middlesbrough)

Landing Craft Assault

Name	Builder	Completed	Fate				
LCA.1			Lost cause unknown Home waters 14/6/40.	LCA.15	-do-	.....	Lost cause unknown Dunkerque 31/5/40.
LCA.2			Lost cause unknown Home waters 14/6/40.	LCA.16	-do-	.....	
LCA.3				LCA.17	-do-	.....	
LCA.4			Lost in transit 29/5/40. (1)	LCA.18	-do-	.....	
LCA.5				LCA.19/27	.....	.....	
LCA.6			Lost cause unknown Home waters ../7/40.*	LCA.28	.....	.....	Lost cause unknown Crete ../5/41.
LCA.7				LCA.29/30	.....	.....	
LCA.8			Lost cause unknown Dunkerque 31/5/40.	LCA.31	.....	.....	Lost cause unknown Middle East ../8/41.*
LCA.9				LCA.32	.....	.....	Lost cause unknown Middle East ../8/41.*
LCA.10			Bombed German aircraft Dunkerque 29/5/40.	LCA.33	.....	.....	Lost cause unknown East Indies ../6/44.*
LCA.11			Lost cause unknown Home waters 9/6/40.	LCA.34	.....	.....	
LCA.12/13				LCA.35	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.14	Berthon Boat (Lymington)	.....	Lost cause unknown Home waters 9/6/40.	LCA.36	.....	.....	
				LCA.37	.....	.....	Lost cause unknown Dieppe 19/8/42.

LCA.38	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.107	.....	.....	Lost cause & place unknown 9/6/44.
LCA.39	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.108/112	.....	.....	
LCA.40/44	.....	.....		LCA.113	.....	.....	Lost cause unknown Middle East ../8/41.*
LCA.45	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.114/118	.....	.....	
LCA.46	.....	.....		LCA.119	.....	.....	Lost cause unknown Home waters ../6/41.*
LCA.47	.....	.....		LCA.120	.....	.....	
LCA.48	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.121	.....	.....	Lost cause & place unknown 24/12/41.
LCA.49	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.122/127	.....	.....	
LCA.50	.....	.....		LCA.128	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.51	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.129	Berthon Boat (Lymington)	.....	
LCA.52	.....	.....	Lost cause unknown Dieppe 19/8/42.	LCA.130	-do-	.....	Burnt-out Marve ../5/44.*
LCA.53	Berthon Boat (Lymington)	.....		LCA.131	-do-	.....	
LCA.54	-do-	.....	Lost cause unknown East Indies ../7/44.*	LCA.132/134	.....	.....	
LCA.55	-do-	.....	Lost cause unknown Algiers ../11/42.	LCA.135	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.56	-do-	.....	Lost cause unknown East Indies ../6/44.*	LCA.136/137	.....	.....	
LCA.57/58	.....	.....		LCA.138	.....	.....	Lost cause unknown Home waters ../6/42.
LCA.59	.....	.....	Lost cause unknown Bombay area 15/6/44.	LCA.139/145	.....	.....	
LCA.60	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.146	.....	.....	Lost cause unknown East Indies ../6/44*
LCA.61/62	.....	.....		LCA.147	.....	.....	
LCA.63	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.148	.....	.....	
LCA.64	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.149	.....	.....	Lost cause unknown India 16/11/44.
LCA.65/68	.....	.....		LCA.150/152	.....	.....	
LCA.69	.....	.....	Lost cause unknown Bombay area 15/6/44.	LCA.153	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.70	.....	.....	Lost cause unknown Middle East ../8/41	LCA.154/165	.....	.....	
LCA.71/74	.....	.....		LCA.166	.....	.....	Lost cause unknown Home waters 19/4/42.
LCA.75	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.167	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.76/77	.....	.....		LCA.168	.....	.....	
LCA.78	.....	.....	Lost in tow en route Algiers/Djedjelli ../6/43.*	LCA.169	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.79	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.170	.....	.....	
LCA.80	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.171	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.81	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.172/175	.....	.....	
LCA.82/86	.....	.....		LCA.176	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.87	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.177/181	.....	.....	
LCA.88/91	.....	.....		LCA.182	.....	.....	Lost cause & place unknown ../6/44.
LCA.92	.....	.....	Lost cause unknown Dieppe 19/8/42.	LCA.183/186	.....	.....	
LCA.93	.....	.....		LCA.187	.....	.....	Lost cause unknown Algiers ../11/42
LCA.94	.....	.....	Lost cause unknown Dieppe 19/8/42.	LCA.188	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.95/96	.....	.....		LCA.189	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.97	.....	.....	Lost cause unknown Dieppe 19/8/42.	LCA.190/191	.....	.....	
LCA.98/101	.....	.....		LCA.192	.....	.....	Lost cause unknown Dieppe 19/8/42.
LCA.102	.....	.....	Lost cause unknown Dieppe 19/8/42.	LCA.193	.....	.....	Lost cause unknown Tobruk 20/6/42.
LCA.103/104	.....	.....		LCA.194/195	.....	.....	
LCA.105	.....	.....	Lost cause unknown Middle East ../8/41.*	LCA.196	.....	.....	Lost by enemy action place unknown ../7/42.
LCA.106	.....	.....		LCA.197/207	.....	.....	
				LCA.208	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
				LCA.209	.....	.....	Lost cause unknown Dieppe 19/8/42.
				LCA.210	.....	.....	

LCA.211	.....	Lost cause unknown Home waters ./4/42.	LCA.279	.....	Lost cause unknown Normandie beaches ./6-7/44.
LCA.212	.....	Lost cause unknown Mediterranean ./11/43.*	LCA.280/283	.....	
LCA.213	.....		LCA.284	.....	Lost cause unknown Dieppe 19/8/42.
LCA.214	.....	Lost cause unknown Dieppe 19/8/42.	LCA.285	.....	
LCA.215	.....	Lost cause unknown Dieppe 19/8/42.	LCA.286	.....	Lost cause unknown Algiers ./11/42.
LCA.216/217	.....		LCA.287	.....	Lost cause unknown Algiers ./11/42.
LCA.218	.....	Lost cause unknown Algiers ./11/42.	LCA.288	.....	
LCA.219	.....	Lost cause unknown Algiers ./11/42.	LCA.289	.....	Lost cause unknown Normandie beaches ./6-7/44.
LCA.220	.....		LCA.290/300	.....	
LCA.221	.....	Lost cause unknown Algiers ./11/42.	LCA.301	.....	Lost cause unknown Algiers ./11/42.
LCA.222	.....	Lost cause unknown Mediterranean ./6/43.*	LCA.302	.....	
LCA.223/225	.....		LCA.303	.....	Lost cause unknown Normandie beaches ./6-7/44.
LCA.226	.....	Lost cause & place unknown ././44.	LCA.304/306	.....	
LCA.227	.....	Lost cause unknown Algiers ./11/42.	LCA.307	.....	Lost cause unknown Algiers ./11/42.
LCA.228/234	.....		LCA.308	.....	
LCA.235	.....	Lost cause unknown Algiers ./11/42.	LCA.309	.....	Lost cause unknown Algiers ./11/42.
LCA.236	.....		LCA.310	.....	Lost cause unknown Algiers ./11/42.
LCA.237	.....	Lost cause unknown Dieppe 19/8/42.	LCA.311	.....	
LCA.238	.....		LCA.312	.....	Lost cause unknown Mediterranean ./6/43.*
LCA.239	.....	Lost cause unknown Algiers ./11/42.	LCA.313	.....	
LCA.240/243	.....		LCA.314	.....	Lost cause unknown Dieppe 19/8/42.
LCA.244	.....	Lost cause unknown Algiers ./11/42.	LCA.315	.....	
LCA.245	.....	Lost cause unknown Algiers ./11/42.	LCA.316	.....	Lost cause unknown Mediterranean ./11/43.*
LCA.246	.....		LCA.317	.....	Lost cause unknown Dieppe 19/8/42.
LCA.247	.....	Lost cause unknown Dieppe 19/8/42.	LCA.318/319	.....	
LCA.248	.....	Lost cause unknown Mediterranean 1/7/44.	LCA.320	.....	Lost cause unknown Normandie beaches ./6-7/44.
LCA.249	.....		LCA.321	.....	Lost cause unknown Algiers ./11/42.
LCA.250	.....		LCA.322	Garden Reach (Calcutta)	
LCA.251	.....	Lost cause unknown Dieppe 19/8/42.	LCA.323	-do-	Lost cause unknown Anzio beaches ./1/44.
LCA.252/253	.....		LCA.324	-do-	
LCA.254	.....	Lost cause & place unknown ././44.	LCA.325	-do-	
LCA.255/258	.....		LCA.326	-do-	Lost cause unknown Mediterranean ././44.
LCA.259	.....	Lost cause unknown Algiers ./11/42.	LCA.327	-do-	
LCA.260	.....	Lost cause unknown Algiers ./11/42.	LCA.328	-do-	
LCA.261	.....	Lost cause unknown Algiers ./11/42.	LCA.329	-do-	
LCA.262	.....	Lost cause unknown Dieppe 19/8/42.	LCA.330	-do-	
LCA.263/265	.....		LCA.331	-do-	
LCA.266	.....	Lost cause unknown Algiers ./11/42.	LCA.332/336	.....	
LCA.267/268	.....		LCA.337	.....	Lost cause unknown Normandie beaches ./6-7/44.
LCA.269	.....	Lost cause unknown Algiers ./11/42.	LCA.338	Garden Reach (Calcutta)	
LCA.270	.....		LCA.339	-do-	Lost cause unknown Normandie beaches ./6-7/44.
LCA.271	.....	Lost cause unknown Algiers ./11/42.	LCA.340	-do-	
LCA.272	.....	Lost cause unknown Mediterranean ./4/43.	LCA.341	-do-	Lost cause unknown Normandie beaches ./6-7/44.
LCA.273/278	.....		LCA.342	-do-	
			LCA.343	-do-	
			LCA.344	-do-	
			LCA.345	-do-	
			LCA.346	-do-	



Above: The landing craft assault was the principal means of ship-to-shore transfer of troops, and was carried under davits on a parent ship. As illustrated by *LCA.365*, the cox'un's position was on the starboard side forward, and on the corresponding position to port was a twin .303in Lewis machine gun mounting. (IWM)

LCA.347	-do-	.....	Lost cause & place unknown .././44.	LCA.417	.....	.....	Lost cause & place unknown ../5/44.*
LCA.348	-do-	.....		LCA.418	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.349	-do-	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.419/422	.....	.....	
LCA.350	-do-	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.423	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.351	-do-	.....		LCA.424	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.352	-do-	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.425/427	.....	.....	
LCA.353	-do-	.....		LCA.428	.....	.....	Lost cause unknown Anzio beaches ../1/44.
LCA.354	-do-	.....		LCA.429/430	.....	.....	
LCA.355	-do-	.....		LCA.431	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.356	-do-	.....		LCA.432	.....	.....	
LCA.357/359		.....		LCA.433	.....	.....	Lost cause & place unknown ../5/44.*
LCA.360		.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.434	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.361/363		.....		LCA.435	.....	.....	
LCA.364		.....	Lost cause & place unknown ../5/44.*	LCA.436	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.365/366		.....		LCA.437/439	.....	.....	
LCA.367		.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.440	.....	.....	Lost cause & place unknown .././44.
LCA.368/374		.....		LCA.441	.....	.....	
LCA.375		.....	Lost cause unknown Algiers ../11/42.	LCA.442	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.376/381		.....		LCA.443/445	.....	.....	
LCA.382		.....	Lost cause & place unknown ../5/44.*	LCA.446	.....	.....	LCA(HR) (1943).
LCA.383		.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.447	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.384/386		.....		LCA.448/450	.....	.....	
LCA.387		.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.451	.....	.....	Lost cause unknown Algiers ../11/42.
LCA.388/393		.....		LCA.452/457	.....	.....	
LCA.394		.....	Lost cause unknown Anzio beaches ../1/44.	LCA.458	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.395/397		.....		LCA.459	.....	.....	Lost cause & place unknown ../5/44*
LCA.398		.....	Lost cause & place unknown ../5/44.*	LCA.460/461	.....	.....	
LCA.399		.....		LCA.462	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.400		.....	Lost cause unknown Mediterranean 1/7/44.	LCA.463	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.401		.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.464/475	.....	.....	
LCA.402		.....		LCA.476	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.403		.....	LCA(HR) (1943).	LCA.477/484	.....	.....	
LCA.404/408		.....		LCA.485	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.409		.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.486	.....	.....	
LCA.410/416		.....		LCA.487	.....	.....	Lost cause & place unknown .././44.
				LCA.488/491	.....	.....	
				LCA.492	.....	.....	Lost cause & place unknown ../5/44*
				LCA.493	.....	.....	
				LCA.494	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
				LCA.495/502	.....	.....	
				LCA.503	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
				LCA.504	.....	.....	
				LCA.505	.....	.....	Lost cause unknown Mediterranean ../11/43.*
				LCA.506/508	.....	.....	
				LCA.509	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
				LCA.510/517	.....	.....	

LCA.518	.....	Lost cause unknown	LCA.608/610	.....	
		Normandie beaches ../6-7/44.	LCA.611	.....	Lost cause unknown
LCA.519	.....	Lost cause unknown			Normandie beaches ../6-7/44.
		Normandie beaches ../6-7/44.	LCA.612	.....	
LCA.520	.....	Lost cause unknown	LCA.613	.....	Lost cause unknown
		Normandie beaches ../6-7/44.			Normandie beaches ../6-7/44.
LCA.521	.....		LCA.614	.....	Lost stress of weather English
LCA.522	.....	Lost cause unknown			Channel 29/11/44.
		Normandie beaches ../6-7/44.	LCA.615/622	.....	
LCA.523/524	.....		LCA.623	.....	Lost cause unknown
LCA.525	.....	Lost cause unknown			Normandie beaches ../6-7/44.
		Normandie beaches ../6-7/44.	LCA.624	.....	
LCA.526	.....	Lost cause & place unknown	LCA.625	.....	Lost cause unknown
		../5/44.*			Mediterranean ../9/44.
LCA.527/529	.....		LCA.626/636	.....	
LCA.530	.....	Lost cause unknown	LCA.637	.....	Lost cause unknown
		Normandie beaches ../6-7/44.			Normandie beaches ../6-7/44.
LCA.531/534	.....		LCA.638/641	.....	
LCA.535	.....	Lost cause unknown	LCA.642	.....	Lost cause unknown
		Normandie beaches ../6-7/44.			Normandie beaches ../6-7/44.
LCA.536/539	.....		LCA.643/644	.....	
LCA.540	.....	Lost cause unknown	LCA.645	.....	Foundered stress of weather
		Normandie beaches ../6-7/44.			English Channel 21/12/43.
LCA.541/544	.....		LCA.646	.....	Foundered stress of weather
LCA.545	.....	Lost cause unknown			English channel 21/12/43.
		Mediterranean ../11/43.*	LCA.647/648	.....	
LCA.546/550	.....		LCA.649	.....	Lost cause unknown
LCA.551	.....	Foundered stress of weather			Normandie beaches ../6-7/44.
		River Blackwater 7/11/44.	LCA.650	.....	Lost cause unknown
LCA.552	.....	Wrecked off east coast of			Normandie beaches ../6-7/44.
		Scotland 9/2/44.	LCA.651	.....	Lost cause unknown
LCA.553	.....	Lost collision off Southampton			Normandie beaches ../6-7/44.
		2/12/43.	LCA.652	.....	Lost cause unknown
LCA.554/565	.....				Normandie beaches ../6-7/44.
LCA.566	.....	Lost cause unknown	LCA.653/654	.....	
		Normandie beaches ../6-7/44.	LCA.655	.....	Lost cause unknown
LCA.567/572	.....				Normandie beaches ../6-7/44.
LCA.573	.....	Lost cause & place unknown	LCA.656/660	.....	
		../5/44.*	LCA.661	.....	Lost cause unknown
LCA.574	.....				Normandie beaches ../6-7/44.
LCA.575/576	.....		LCA.662/663	.....	
LCA.577	.....	Lost cause unknown	LCA.664	.....	Lost cause unknown
		Mediterranean ../9/44.*			Normandie beaches ../6-7/44.
LCA.578	.....		LCA.665	.....	Lost cause unknown
LCA.579	.....	Lost cause unknown			Normandie beaches ../6-7/44.
		Normandie beaches ../6-7/44.	LCA.666/670	.....	
LCA.580	.....		LCA.671	.....	LCA(HR) (19..).
LCA.581	.....	Lost cause unknown	LCA.672	.....	LCA(HR) (19..).
		Normandie beaches ../6-7/44.	LCA.673	.....	Lost cause unknown
LCA.582/583	.....				Normandie beaches ../6-7/44.
LCA.584	.....	Lost cause unknown	LCA.674	.....	
		Normandie beaches ../6-7/44.	LCA.675	.....	Foundered stress of weather
LCA.585	.....				Salerno 24/9/43.
LCA.586	.....	Lost cause unknown	LCA.676/682	.....	
		Normandie beaches ../6-7/44.	LCA.683	.....	Lost cause unknown
LCA.587	.....				Normandie beaches ../6-7/44.
LCA.588	.....	Lost cause unknown	LCA.684/685	.....	
		Normandie beaches ../6-7/44.	LCA.686	.....	LCA(HR) (19..).
LCA.589	.....	Lost cause unknown	LCA.687/688	.....	
		Normandie beaches ../6-7/44.	LCA.689	.....	LCA(HR) (19..).
LCA.590	.....	Lost cause unknown	LCA.690	.....	LCA(HR) (19..).
		Normandie beaches ../6-7/44.	LCA.691	.....	Lost cause unknown
LCA.591	.....				Normandie beaches ../6-7/44.
LCA.592	.....	Lost cause unknown	LCA.692	.....	Lost cause unknown
		Normandie beaches ../6-7/44.			Normandie beaches ../6-7/44.
LCA.593	.....	Lost cause unknown	LCA.693/694	.....	
		Normandie beaches ../6-7/44.	LCA.695	.....	LCA(HR) (19..)
LCA.594	.....	Lost cause unknown	LCA.696	.....	Lost cause & place unknown
		Normandie beaches ../6-7/44.			.././44.
LCA.595/606	.....		LCA.697/703	.....	
LCA.607	.....	Lost cause unknown Anzio	LCA.704	.....	Lost cause unknown
		beaches ../1/44.			Normandie beaches ../6-7/44.

LCA.705	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.791	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.706/707	.....	.....		LCA.792	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.708	.....	.....	LCA(HR) (19..).	LCA.793/794	.....	.....	
LCA.709	.....	.....	LCA(HR) (19..).	LCA.795	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.710	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.796	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.711	.....	.....		LCA.797	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.712	.....	.....	LCA(HR) (19..).	LCA.798/802	.....	.....	
LCA.713	.....	.....	Lost cause unknown Walcheren area 2-5/11/44.	LCA.803	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.714/715	.....	.....		LCA.804/807	.....	.....	
LCA.716	.....	.....	LCA(HR) (19..)	LCA.808	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.717	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.809	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.718	.....	.....		LCA.810	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.719	.....	.....	LCA(HR) (19..).	LCA.811	.....	.....	LCA(HR) (19..).
LCA.720	.....	.....		LCA.812	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.721	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.813	.....	.....	Lost cause unknown Home waters 29/11/43.
LCA.722	.....	.....	Lost cause unknown Normandie beaches ../6-7/44	LCA.814	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.723	.....	.....	Lost cause unknown off Portgar ../12/43.	LCA.815	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.724	.....	.....		LCA.816	.....	.....	
LCA.725	.....	.....	Lost cause unknown Walcheren area 2-5/11/44	LCA.817	.....	.....	Lost cause unknown Walcheren area 2-5/11/44.
LCA.726	.....	.....	Lost cause unknown Home waters 1/3/44.	LCA.818/820	.....	.....	
LCA.727/728	.....	.....		LCA.821	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.729	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.822/824	.....	.....	
LCA.730	.....	.....		LCA.825	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.731	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.826	.....	.....	
LCA.732/737	.....	.....		LCA.827	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.738	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.828	.....	.....	
LCA.739/747	.....	.....		LCA.829	.....	.....	LCA(HR) (19..).
LCA.748	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.830	.....	.....	
LCA.749	.....	.....		LCA.831	.....	.....	Lost cause unknown Walcheren area 2-5/11/44.
LCA.750	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.832/834	.....	.....	
LCA.751/752	.....	.....		LCA.835	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.753	.....	.....	Lost cause & place unknown .././44.	LCA.836/840	.....	.....	
LCA.754/760	.....	.....		LCA.841	.....	.....	Lost cause unknown off coast of the Netherlands 22/4/45.
LCA.761	.....	.....	Lost cause & place unknown ../5/44.*	LCA.842	.....	.....	
LCA.762/767	.....	.....		LCA.843	.....	.....	Lost cause unknown Walcheren area 2-5/11/44.
LCA.768	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.844	.....	.....	
LCA.769/774	.....	.....		LCA.845	.....	.....	Foundered off Leith 29/1/44.
LCA.775	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.846/847	.....	.....	
LCA.776	.....	.....	LCA(HR) (19..).	LCA.848	.....	.....	Foundered stress of weather Home waters 26/9/44.
LCA.777/778	.....	.....		LCA.849	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.779	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.850/852	.....	.....	
LCA.780	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.853	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.781/782	.....	.....		LCA.854/856	.....	.....	
LCA.783	.....	.....	Lost cause unknown off east coast of Scotland 19/1/44.*	LCA.857	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.784/787	.....	.....		LCA.858	.....	.....	
LCA.788	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.859	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.789	.....	.....					
LCA.790	.....	.....	Lost cause unknown off east coast of Scotland 19/1/44.*				

LCA.860	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.959	.....	
LCA.861/864	.....		LCA.960	.....	LCA(HR) (1944).
LCA.865	.....	Lost cause unknown off east coast of Scotland 19/1/44.*	LCA.961	.....	LCA(HR) (1944).
LCA.866	.....		LCA.962	.....	LCA(HR) (1944).
LCA.867	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.963	.....	LCA(HR) (1944).
LCA.868	.....		LCA.964	.....	
LCA.869	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.965	.....	LCA(HR) (1944).
LCA.870	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.966	.....	LCA(HR) (1944).
LCA.871	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.967	.....	
LCA.872	.....		LCA.968	.....	LCA(HR) (1944).
LCA.873	.....	LCA(HR) (19..).	LCA.969	.....	LCA(HR) (1944).
LCA.874	.....	LCA(HR) (19..).	LCA.970	.....	LCA(HR) (1944).
LCA.875	.....		LCA.971	.....	
LCA.876	.....	LCA(HR) (19..).	LCA.972	.....	LCA(HR) (1944).
LCA.877/878	.....		LCA.973/975	.....	
LCA.879	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.976	.....	LCA(HR) (1944).
LCA.880	.....	LCA(HR) (19..).	LCA.977	.....	LCA(HR) (1944).
LCA.881	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.978	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.882/885	.....		LCA.979/983	.....	
LCA.886	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.984	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.887/899	.....		LCA.985/997	.....	
LCA.900	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.998	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.901/902	.....		LCA.999	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.903	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1000	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.904/907	.....		LCA.1001	.....	LCA(HR) (1944).
LCA.908	.....	Lost cause unknown Home waters 1/3/43.	LCA.1002	.....	LCA(HR) (1944).
LCA.909/910	.....		LCA.1003/1004	.....	
LCA.911	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1005	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.912	.....		LCA.1006/1007	.....	
LCA.913	.....	Lost cause unknown Normandy beaches ..6-7/44.	LCA.1008	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.914	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1009/1012	.....	
LCA.915/917	.....		LCA.1013	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.918	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1014/1015	.....	
LCA.919	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1016	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.920	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1017	.....	
LCA.921/928	.....		LCA.1018	.....	Lost cause unknown Walcheren area 2-5/11/44.
LCA.929	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1019/1020	.....	
LCA.930/932	.....		LCA.1021	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.933	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1022/1023	.....	
LCA.934/945	.....		LCA.1024	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.946	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1025	.....	
LCA.947/948	.....		LCA.1026	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.949	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1027	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.950/955	.....		LCA.1028	.....	Lost cause unknown Normandie beaches ..6-7/44.
LCA.956	S Elliot (.....)		LCA.1029	.....	
LCA.957	.....		LCA.1030	.....	Lost cause unknown Walcheren area 2-5/11/44.
LCA.958	.....	Lost cause unknown Normandie beaches ..6-7/44.	LCA.1031/1033	.....	
			LCA.1034	.....	Lost cause unknown Normandie beaches ..6-7/44.
			LCA.1035/1049	.....	
			LCA.1050	.....	Lost cause unknown Normandie beaches ..6-7/44.
			LCA.1051/1056	.....	
			LCA.1057	.....	Lost cause unknown Normandie beaches ..6-7/44.

LCA.1058	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1143	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1059	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1144	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1060/1062	.....	.....		LCA.1145	.....	.....	
LCA.1063	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1146	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1064	.....	.....	LCA(HR) (1944).	LCA.1147/1148	.....	.....	
LCA.1065/1067	.....	.....		LCA.1149	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1068	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1150	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1069	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1151	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1070	.....	.....	LCA(HR) (1944).	LCA.1152	.....	.....	
LCA.1071	.....	.....	LCA(HR) (1944).	LCA.1153	.....	.....	Lost cause & place unknown ../3/45.*
LCA.1072	.....	.....	LCA(HR) (1944).				
LCA.1073	.....	.....		LCA.1154	.....	.....	
LCA.1074	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1155	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1075/1078	.....	.....		LCA.1156	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1079	.....	.....	Lost cause unknown Walcheren area 2-5/11/44.	LCA.1157/1160	.....	.....	
LCA.1080/1081	.....	.....		LCA.1161	.....	.....	Foundered stress of weather Leyte 26/2/45.
LCA.1082	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1162/1187	.....	.....	
LCA.1083/1085	.....	.....		LCA.1188	.....	.....	Lost cause unknown Solomon Islands ../12/44.
LCA.1086	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1189/1210	.....	.....	
LCA.1087	.....	.....		LCA.1211	.....	.....	LCA(OC) (1944).
LCA.1088	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1212	.....	.....	
LCA.1089/90	.....	.....		LCA.1213	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1091	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1214	.....	.....	
LCA.1092	.....	.....		LCA.1215	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1093	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1216	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1094/1095	.....	.....		LCA.1217/1250	.....	.....	
LCA.1096	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1251	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1097/1100	.....	.....		LCA.1252	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1101	.....	.....	LCA(HR) (1944).	LCA.1253	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1102	.....	.....	LCA(HR) (1944).				
LCA.1103	.....	.....	LCA(HR) (1944).	LCA.1254/1255	.....	.....	
LCA.1104	.....	.....	LCA(HR) (1944).	LCA.1256	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1105	.....	.....	LCA(HR) (1944).	LCA.1257/1259	.....	.....	
LCA.1106	.....	.....	LCA(HR) (1944).	LCA.1260	.....	.....	Lost cause unknown Walcheren area 2-5/11/44.
LCA.1107	.....	.....	LCA(HR) (1944).				
LCA.1108	.....	.....	LCA(HR) (1944).	LCA.1261/1284	.....	.....	
LCA.1109	.....	.....	LCA(HR) (1944).	LCA.1285	.....	.....	LCA(HR) (1944).
LCA.1110	.....	.....	LCA(HR) (1944).	LCA.1286	.....	.....	LCA(HR) (1944).
LCA.1111	.....	.....		LCA.1287	.....	.....	LCA(HR) (1944).
LCA.1112	.....	.....	Lost cause & place unknown ../3/45.*	LCA.1288/1303	.....	.....	
LCA.1113/1124	.....	.....		LCA.1304	.....	.....	Foundered stress of weather Home waters 14/7/44.
LCA.1125	.....	.....	Lost cause unknown Walcheren area 2-5/11/44.	LCA.1305/1328	.....	.....	
LCA.1126/1128	.....	.....		LCA.1329	.....	.....	Lost overboard from LSI Indian Ocean 17/8/45.
LCA.1129	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1330/1337	.....	.....	
LCA.1130	.....	.....		LCA.1338	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1131	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.				
LCA.1132	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1339	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1133/1136	.....	.....		LCA.1340	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1137	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1341	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCA.1138	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCA.1342	.....	.....	
LCA.1139/1142	.....	.....					

LCA.1343		Lost cause unknown	LCA.2002	-do-	
		Normandie beaches ../6-7/44.	LCA.2003	-do-	
LCA.1344/1345			LCA.2004	-do-	
LCA.1346		Lost cause unknown	LCA.2005	-do-	
		Mediterranean ../4/45.*	LCA.2006	-do-	
LCA.1347/1371			LCA.2007	-do-	
LCA.1372		Lost cause unknown	LCA.2008	-do-	
		Normandie beaches ../6-7/44.	LCA.2009	Garden Reach	
LCA.1373/1377				(Calcutta)	
LCA.1378		Foundered stress of weather	LCA.2010	-do-	
		Home waters 26/9/44.	LCA.2011	-do-	
LCA.1379		Lost cause unknown	LCA.2012	-do-	
		Normandie beaches ../6-7/44.	LCA.2013	-do-	
LCA.1380			LCA.2014	-do-	
LCA.1381		Lost cause unknown	LCA.2015	-do-	
		Normandie beaches ../6-7/44.	LCA.2016	-do-	
LCA.1382		Lost cause unknown	LCA.2017	United Trading	
		Normandie beaches ../6-7/44.		(Calcutta)	
LCA.1383		Lost cause unknown	LCA.2018	-do-	
		Normandie beaches ../6-7/44.	LCA.2019	-do-	
LCA.1384/1392			LCA.2020	-do-	
LCA.1393		Lost cause unknown	LCA.2021	-do-	
		Normandie beaches 3/7/43.	LCA.2022	-do-	
LCA.1394/1395			LCA.2023	Calcutta Port	
LCA.1396		Lost cause unknown		Commissioners	
		Mediterranean ../4/45.*	LCA.2024	-do-	
LCA.1397/1432			LCA.2025	-do-	
LCA.1433		Foundered stress of weather	LCA.2026	-do-	
		Admiralty Islands 30/3/45.	LCA.2027	-do-	
LCA.1434/1471			LCA.2028	-do-	
LCA.1472		Lost cause unknown Leyte	LCA.2029	-do-	
		27/3/45.	LCA.2030	-do-	
LCA.1473/1590					
LCA.1591		Lost overboard from LSI			
		Indian Ocean 17/8/45.			
LCA.1592/2000					
LCA.2001	Cochin Harbour Board				

(1) Mercantile *Clan Macalister* bombed German aircraft off Dunkerque

*Date reported

Landing Craft Assault (Flame Thrower)

Name	Builder	Completed	Fate
LCA(FT)			

Landing Craft Assault (Hedgerow)

Name	Builder	Completed	Fate
LCA(HR).403			
LCA(HR).446			Foundered following test firing Bizerte Bay 29/8/43.
LCA(HR).671			Lost cause unknown
			Normandie beaches ../6-7/44.
LCA(HR).672			Foundered off east coast of Scotland 2/4/44.
LCA(HR).686			
LCA(HR).689			Foundered Home waters 13/3/44.
LCA(HR).690			Lost cause unknown
			Normandie beaches ../6-7/44.
LCA(HR).695			Lost cause unknown
			Normandie beaches ../6-7/44.
LCA(HR).708/709			
LCA(HR).712			
LCA(HR).716			
LCA(HR).719			
LCA(HR).776			
LCA(HR).811			Foundered off east coast of Scotland 2/4/44.
LCA(HR).829			
LCA(HR).873/874			
LCA(HR).876			
LCA(HR).880			
LCA(HR).960/963			
LCA(HR).965/966			
LCA(HR).968/970			
LCA(HR).972			

LCA(HR).976/977	.....	.....	LCA(HR).1072	.....	.....	Lost cause unknown
LCA(HR).1001/1002	.....	.....				Normandie beaches ../6-7/44.
LCA(HR).1064	.....	.....	LCA(HR).1101/1110	.....	.....	
LCA(HR).1070/1071	.....	.....	LCA(HR).1285/1287	.....	.....	

Landing Craft Assault (Obstruction Clearance)

Name	Builder	Completed	Fate
LCA(OC).1211			Lost cause unknown Home waters ../5/45*

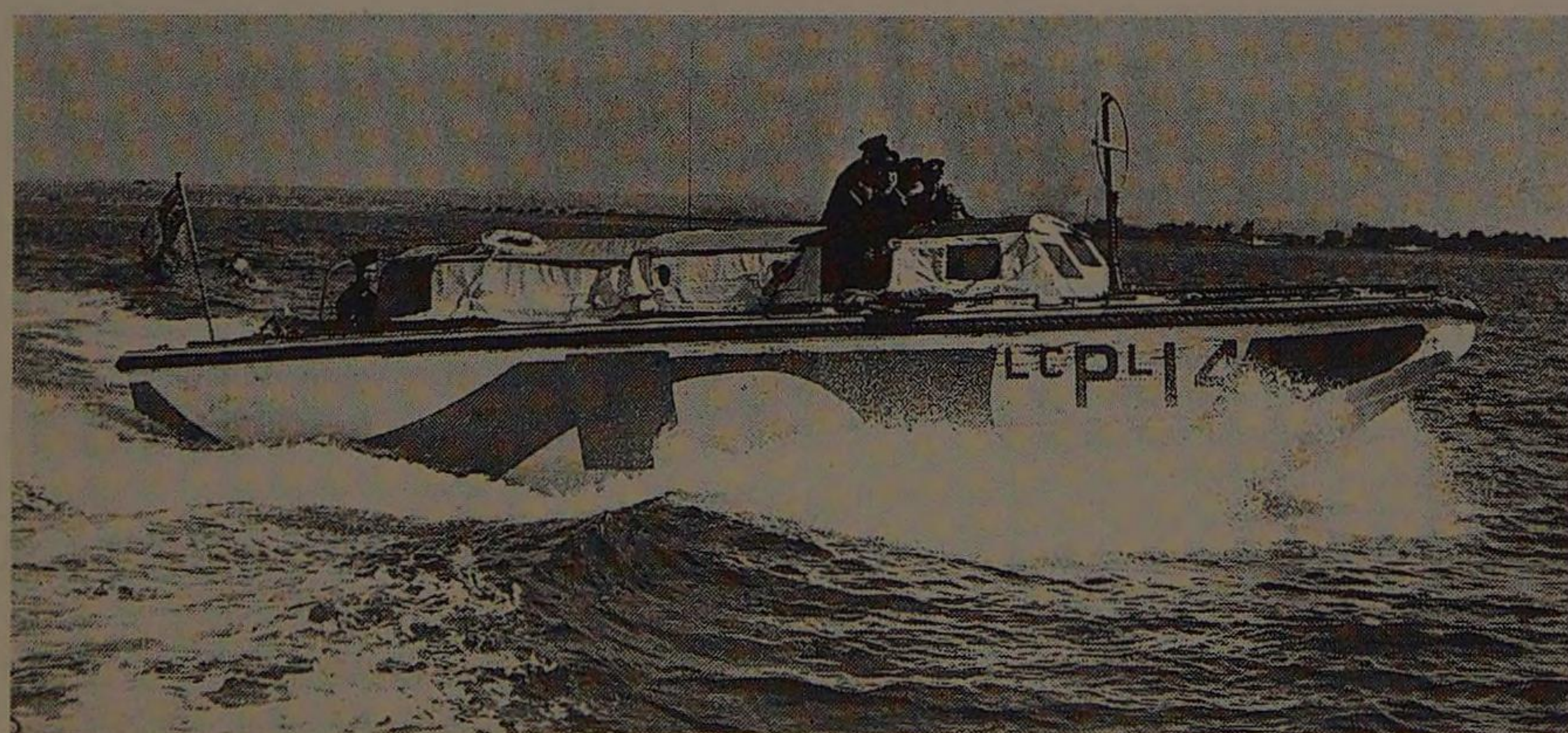
*Date reported

Landing Craft Personnel (Large)

Name	Builder	Completed	Fate	LCP(L).43/44	.....	.....	
LCP(L).1/6				LCP(L).45	.....	.....	Lost cause unknown Dieppe 19/8/42.
LCP(L).7			Lost cause unknown Home waters 6/10/44.	LCP(L).46/50	.....	.....	
LCP(L).8			Lost cause & place unknown ../5/44.*	LCP(L).51	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCP(L).9/10				LCP(L).52	.....	.....	Burnt-out Portsmouth area 11/10/44.
LCP(L).11			Lost cause unknown on passage Brest/Cherbourg 18/1/45.	LCP(L).53/56	.....	.....	
LCP(L).12				LCP(L).57	.....	.....	Bombed German aircraft Tobruk ../3/42.
LCP(L).13			Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).58	.....	.....	
LCP(L).14			Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).59	.....	.....	Foundered stress of weather at anchor Middle East 2/9/41.
LCP(L).15/16				LCP(L).60/62	.....	.....	
LCP(L).17			Burnt-out Chittagong 3/1/43.	LCP(L).63	.....	.....	Lost cause unknown Middle East ../8/41.*
LCP(L).18			Lost cause unknown Home waters 6/10/44.	LCP(L).64	.....	.....	Lost cause unknown Tobruk 20/6/42.
LCP(L).19/20				LCP(L).65	.....	.....	Foundered stress of weather off Alexandria 20/6/42.
LCP(L).21			Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).66	.....	.....	Lost cause unknown Anzio beaches ../1/44.
LCP(L).22			Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).67/70	.....	.....	
LCP(L).23			Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).71	.....	.....	Foundered stress of weather at anchor Middle East 2/9/41.
LCP(L).24			Lost cause unknown Home waters .././41.	LCP(L).72/79	.....	.....	
LCP(L).25			Lost cause unknown Home waters .././41.	LCP(L).80	.....	.....	Lost cause unknown Home waters 15/1/43.
LCP(L).26			Lost cause unknown Home waters .././41.	LCP(L).81	.....	.....	Lost cause unknown Dieppe 19/8/42.
LCP(L).27			Lost cause unknown Home waters .././41.	LCP(L).82	.....	.....	Lost cause unknown Home waters .././41.
LCP(L).28				LCP(L).83	.....	.....	Burnt-out Newhaven 2/9/42.
LCP(L).29			Burnt-out Middle East 15/9/42.	LCP(L).84	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†
LCP(L).30			Bombed German aircraft Liverpool 20-21/12/40.	LCP(L).85	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†
LCP(L).31/37				LCP(L).86	.....	.....	
LCP(L).38			Lost cause unknown Home waters .././41.	LCP(L).87	.....	.....	Lost cause unknown Home waters 25/2/43.
LCP(L).39				LCP(L).88	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†
LCP(L).40			Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).89/92	.....	.....	
LCP(L).41				LCP(L).93	.....	.....	Burnt-out Shoreham 10/7/42.
LCP(L).42			Lost cause unknown Dieppe 19/8/42.	LCP(L).94/96	.....	.....	
				LCP(L).97	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†

LCP(L).98	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).152	Higgins (New Orleans)	 6.41	Wrecked Home waters 24/2/44.
LCP(L).99/105	.....		LCP(L).153	.....	.....	
LCP(L).106	.....	Wrecked Tobruk 4/3/43.	LCP(L).154	.....	.....	LCP(Survey) (1944).
LCP(L).107	.....	Lost in transit ../5/41. (1)	LCP(L).155/156	.....	.....	
LCP(L).108	.....	Lost in transit ../5/41. (1)	LCP(L).157	.....	.....	Lost cause unknown Dieppe 19/8/42.
LCP(L).109	.....	Lost in transit ../5/41. (1)	LCP(L).158/161	.....	.....	
LCP(L).110	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).162	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†
LCP(L).111/116	.....		LCP(L).163	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†
LCP(L).117	.....	Lost cause unknown Home waters ../3/42.	LCP(L).164	.....	.....	Lost cause unknown Dieppe 19/8/42.
LCP(L).118	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).165/169	.....	.....	
LCP(L).119/120	.....		LCP(L).170	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCP(L).121	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).171/173	.....	.....	
LCP(L).122/125	.....		LCP(L).174	.....	.....	Lost cause unknown Dieppe 19/8/42.
LCP(L).126	.....	Burnt-out location unknown ../8/43.	LCP(L).175	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCP(L).127	.....	Lost cause unknown Walcheren area ../12/44.*	LCP(L).176	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCP(L).128	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).177/179	.....	.....	
LCP(L).129/131	.....		LCP(L).180	.....	.....	Lost cause unknown Singapore ../2/42.
LCP(L).132	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).181	.....	.....	Lost cause unknown Singapore ../2/42.
LCP(L).133	.....	Lost cause unknown Schelde area 5/11/44.	LCP(L).182	.....	.....	Lost cause unknown Singapore ../2/42.
LCP(L).134	.....	Lost cause unknown Walcheren area ../12/44.*	LCP(L).183	.....	.....	Lost cause unknown Singapore ../2/42.
LCP(L).135	.....		LCP(L).184	.....	.....	Lost cause unknown Singapore ../2/42.
LCP(L).136	.....	Explosion off Southampton 8/12/43.	LCP(L).185	.....	.....	Lost cause unknown Singapore ../2/42.
LCP(L).137	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).186	.....	.....	
LCP(L).138	.....	Lost cause unknown Algiers ../11/42.	LCP(L).187	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCP(L).139	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).188	.....	.....	
LCP(L).140/144	.....		LCP(L).189	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCP(L).145	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).190/192	.....	.....	
LCP(L).146	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).193	.....	.....	Lost overboard in transit ../12/41. (2)
LCP(L).147/148	.....		LCP(L).194	.....	.....	Lost overboard in transit ../12/41. (2)
LCP(L).149	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).195/196	.....	.....	
LCP(L).150/151	.....		LCP(L).197	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
			LCP(L).198	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.†
			LCP(L).199	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
			LCP(L).200	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†
			LCP(L).201/202	.....	.....	
			LCP(L).203	.....	.....	Lost cause unknown Sourabaya ../1/43.
			LCP(L).204	.....	.....	Lost cause unknown Sourabaya ../1/43.
			LCP(L).205	.....	.....	Lost cause unknown Sourabaya ../1/43.
			LCP(L).206	.....	.....	Lost cause unknown Sourabaya ../1/43.
			LCP(L).207	.....	.....	
			LCP(L).208	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
			LCP(L).209	.....	.....	Lost cause unknown Seaford Bay 6/11/42.

Below: Higgins adapted one of their standard motor boats as the landing craft personnel (large), which was mass-produced in the U.S.A. As they could be driven ashore at some speed there were no special arrangements for landing the troops other than jumping off at the bow. Later, to speed the disembarkation time, a bow ramp was added; and they were designated landing craft personnel (ramped). (IWM)



LCP(L).210	.....	.....	Lost cause unknown Dieppe 19/8/42.	LCP(L).299	.....	.....	Lost cause unknown Home waters ../7/44.
LCP(L).211	.....	.....	Lost cause unknown Dieppe 19/8/42.	LCP(L).300	.....	.....	Lost cause unknown Home waters ../7/44.
LCP(L).212/228	.....	.....		LCP(L).301	.....	.....	
LCP(L).229	.....	.....	Lost cause unknown Home waters ../7/44.	LCP(L).302	.....	.....	Lost cause unknown east of Oostende 5/11/44.
LCP(L).230	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).303	.....	.....	Lost cause unknown Home waters ../7/44.
LCP(L).231	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).304	.....	.....	Lost cause unknown Home waters ../7/44.
LCP(L).232	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).305	.....	.....	Lost cause unknown Home waters ../7/44.
LCP(L).233	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).306/307	.....	.....	
LCP(L).234	.....	.....		LCP(L).308	.....	.....	Lost cause unknown Home waters ../7/44.
LCP(L).235	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).309	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCP(L).236/237	.....	.....		LCP(L).310	.....	.....	Lost cause unknown Home waters ../7/44.
LCP(L).238	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).311	.....	.....	
LCP(L).239	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).312	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCP(L).240	.....	.....		LCP(L).313/315	.....	.....	
LCP(L).241	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).316	.....	.....	Foundered Bombay 12/9/43.
LCP(L).242	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).317/322	.....	.....	
LCP(L).243/245	.....	.....		LCP(L).323	.....	.....	Explosion Bombay 14/4/44.
LCP(L).246	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).324	.....	.....	
LCP(L).247	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).325	.....	.....	Foundered Bombay 4/9/43.
LCP(L).248/262	.....	.....		LCP(L).326/343	.....	.....	
LCP(L).263	.....	.....	Lost cause & place unknown ../5/44.*	LCP(L).344	.....	.....	Lost cause unknown Akyab 29/5/45.
LCP(L).264/266	.....	.....		LCP(L).345/347	.....	.....	
LCP(L).267	.....	.....	Mined off Cherbourg 8/7/44.	LCP(L).348	.....	.....	Burnt-out India 15/9/44.
LCP(L).268	.....	.....		LCP(L).349/355	.....	.....	
LCP(L).269	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).356	.....	.....	Lost cause unknown Anzio beaches ../1/44.
LCP(L).270/271	.....	.....		LCP(L).357/359	.....	.....	
LCP(L).272	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).360	.....	.....	Lost cause unknown Mandapam ../4/44.*
LCP(L).273/275	.....	.....		LCP(L).361/366	.....	.....	
LCP(L).276	.....	.....	Lost in transit ../3/43. (3)	LCP(L).367	.....	.....	Lost cause unknown Mandapam ../4/44.*
LCP(L).277	.....	.....	Lost in transit ../3/43. (3)	LCP(L).368/372	.....	.....	
LCP(L).278/279	.....	.....		LCP(L).373	.....	.....	Lost cause unknown Anzio beaches ../1/44.
LCP(L).280	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).374/377	.....	.....	
LCP(L).281	.....	.....		LCP(L).378	.....	.....	Lost cause unknown Akyab 29/5/45.
LCP(L).282	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).379/400	.....	.....	
LCP(L).283/284	.....	.....		LCP(L).401/500	.....	.....	Numbers not used.
LCP(L).285	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).501/506	.....	.....	
LCP(L).286	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).507	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(L).287	.....	.....	Lost cause & place unknown ../5/44.*	LCP(L).508/527	.....	.....	
LCP(L).288	.....	.....		LCP(L).528	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.
LCP(L).289	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).529/539	.....	.....	
LCP(L).290/292	.....	.....		LCP(L).540	.....	.....	Lost cause & place unknown .././44.
LCP(L).293	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).541	.....	.....	Lost cause unknown off Isle of Wight 28-29/2/44.
LCP(L).294	.....	.....	Lost cause unknown Normandie beaches ../8-9/44.†	LCP(L).542	.....	.....	
LCP(L).295/297	.....	.....		LCP(L).543	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(L).298	.....	.....	Lost cause unknown Home waters ../7/44.	LCP(L).544	.....	.....	Lost cause unknown Algiers ../11/42.
				LCP(L).545/549	.....	.....	
				LCP(L).550	.....	.....	Lost cause unknown Algiers ../11/42.
				LCP(L).551/555	.....	.....	

LCP(L).556	.....	.....	Lost cause unknown Normandie beaches ../6-7/44.	LCP(L).576	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(L).557/559	.....	.....		LCP(L).577	.....	.....	Lost cause & place unknown ../5/44.*
LCP(L).560	.....	.....	Lost cause unknown Algiers ../11/42.	LCP(L).578	.....	.....	
LCP(L).561	.....	.....		LCP(L).579?	.....	.....	Lost cause unknown Algiers ../11/42
LCP(L).562	.....	.....	Lost cause unknown Algiers ../11/42.	LCP(L).580/600	.....	.....	
LCP(L).563/564	.....	.....		LCP(L).601/700	.....	.....	Numbers not used.
LCP(L).565	.....	.....	Lost cause unknown Algiers ../11/42.	LCP(L).701/759	.....	.....	
LCP(L).566	.....	.....	Lost cause unknown Algiers ../11/42.	LCP(L).760	.....	.....	Lost cause & place unknown ../../44.
LCP(L).567	.....	.....		LCP(L).761/793	.....	.....	
LCP(L).568	.....	.....	Lost cause unknown Algiers ../11/42.	LCP(L).794	.....	.....	Lost cause unknown Home waters 18/3/45.
LCP(L).569/572	.....	.....		LCP(L).795/800	.....	.....	
LCP(L).573	.....	.....	Lost cause unknown Algiers ../11/42.	(1) Unknown merchant ship in Home waters (2) Unknown merchant ship in Home waters (3) Merchant ship & location unknown *Date reported †Loaned United States Navy			
LCP(L).574	.....	.....					
LCP(L).575	.....	.....	Lost cause unknown Algiers ../11/42.				

Landing Craft Personnel (Survey)

Name	Builder	Completed	Fate
LCP(S).154			Lost cause & place unknown ../7/44*

*Date reported

Landing Craft Navigation

Name	Builder	Completed	Fate
LCN....			

Landing Craft Personnel (Medium)

Name	Builder	Completed	Fate	LCP(M).16	-do-	.....	
LCP(M).1	Harrison (Amble)	.....		LCP(M).17	-do-	.....	Lost cause unknown off Isle of Wight 3/1/44.
LCP(M).2	-do-	.....		LCP(M).18	-do-	.....	
LCP(M).3	-do-	.....		LCP(M).19	-do-	.....	
LCP(M).4	-do-	.....		LCP(M).20	-do-	.....	
LCP(M).5	-do-	.....		LCP(M).21	-do-	.....	
LCP(M).6	Rodgeman Pom- phrett (Plymouth)	.....		LCP(M).22	Underwood (South Benfleet)	.....	
LCP(M).7	-do-	.....		LCP(M).23	-do-	.....	
LCP(M).8	-do-	.....		LCP(M).24	-do-	.....	
LCP(M).9	-do-	.....		LCP(M).25	-do-	.....	
LCP(M).10	-do-	.....		LCP(M).26	-do-	.....	
LCP(M).11	-do-	.....		LCP(M).27	-do-	.....	
LCP(M).12	-do-	.....		LCP(M).28	Allonson (Pres- ton)	.....	
LCP(M).13	-do-	.....		LCP(M).29	-do-	.....	
LCP(M).14	J Bushnell (War- grave)	.....	Lost cause & place unknown ../11/43*	LCP(M).30	-do-	.....	
LCP(M).15	-do-	.....		LCP(M).31	-do-	.....	

LCP(M).32	J Bushnell (War-grave)	.....	LCP(M).48	-do-	.....
LCP(M).33	-do-	.....	LCP(M).49	-do-	.....
LCP(M).34	-do-	.....	LCP(M).50	-do-	.....
LCP(M).35	-do-	.....	LCP(M).51	-do-	.....
LCP(M).36	-do-	.....	LCP(M).52	Rodgeman Pom-phrett (Plymouth)	.....
LCP(M).37	-do-	.....	LCP(M).53	-do-	.....
LCP(M).38	-do-	.....	LCP(M).54	-do-	.....
LCP(M).39	-do-	.....	LCP(M).55	-do-	.....
LCP(M).40	-do-	.....	LCP(M).56	-do-	.....
LCP(M).41	-do-	.....	LCP(M).57	-do-	.....
LCP(M).42	Underwood (South Benfleet)	.....	LCP(M).58	-do-	.....
LCP(M).43	-do-	.....	LCP(M).59	-do-	.....
LCP(M).44	-do-	.....	LCP(M).60	-do-	.....
LCP(M).45	-do-	.....	LCP(M).61	-do-	.....
LCP(M).46	-do-	.....	*Date reported		
LCP(M).47	-do-	.....			

Landing Craft Personnel (Mark 1)

Name	Builder	Completed	Fate
LCP(1)../...			

Landing Craft Personnel (Mark 2)

Name	Builder	Completed	Fate	LCP.1114/1120	.....	.....	
LCP.1001/1109				LCP.1121	.....	.....	Lost cause unknown Aegean area ../5/45.
LCP.1110			Lost cause unknown Aegean area ../5/45.	LCP.1122/1200	.....	.....	
LCP.1111/1112				*Date reported			
LCP.1113			Gale damage Maddalena & written-off as constructive total loss ../6/45.*				

Landing Craft Personnel (Small)

Name	Builder	Completed	Fate			
LCP(S).1	Parkstone Joinery	.....	Lost cause & place unknown ../../44.	LCP(S).17	-do-	.....
LCP(S).2	-do-	.....		LCP(S).18	-do-	.....
LCP(S).3	-do-	.....		LCP(S).19	-do-	.....
LCP(S).4	-do-	.....		LCP(S).20	-do-	.....
LCP(S).5	-do-	.....		LCP(S).21	Minter (Putney)	.....
LCP(S).6	-do-	.....		LCP(S).22	-do-	.....
LCP(S).7	-do-	.....		LCP(S).23	-do-	.....
LCP(S).8	-do-	.....		LCP(S).24	-do-	.....
LCP(S).9	-do-	.....	Wrecked Weymouth 6/4/44.	LCP(S).25	-do-	.....
LCP(S).10	-do-	.....				Lost cause & place unknown ../5/44.*
LCP(S).11	-do-	.....		LCP(S).26	-do-	.....
LCP(S).12	-do-	.....		LCP(S).27	-do-	.....
LCP(S).13	-do-	.....		LCP(S).28	-do-	.....
LCP(S).14	-do-	.....		LCP(S).29	-do-	.....
LCP(S).15	-do-	.....		LCP(S).30	-do-	.....
LCP(S).16	-do-	.....		LCP(S).31	-do-	.....
				LCP(S).32	-do-	.....
				LCP(S).33	-do-	.....
				LCP(S).34	-do-	.....

LCP(S).35	-do-	.....	LCP(S).96	-do-	.....
LCP(S).36	-do-	.....	LCP(S).97	-do-	.....
LCP(S).37	-do-	.....	LCP(S).98	-do-	.....
LCP(S).38	-do-	.....	LCP(S).99	-do-	.....
LCP(S).39	-do-	.....	LCP(S).100	-do-	.....
LCP(S).40	-do-	.....	LCP(S).101	Southern Railway (Eastleigh)	Lost cause & place unknown ../5/44.*
LCP(S).41	Berthon Boat (Lymington)	.....	LCP(S).102	-do-	.....
LCP(S).42	-do-	.....	LCP(S).103	-do-	.....
LCP(S).43	-do-	.....	LCP(S).104	-do-	.....
LCP(S).44	-do-	.....	LCP(S).105	-do-	.....
LCP(S).45	-do-	.....	LCP(S).106	-do-	.....
LCP(S).46	-do-	.....	LCP(S).107	-do-	.....
LCP(S).47	-do-	.....	LCP(S).108	-do-	.....
LCP(S).48	-do-	.....	LCP(S).109	-do-	.....
LCP(S).49	-do-	.....	LCP(S).110	-do-	.....
LCP(S).50	-do-	.....	LCP(S).111	-do-	.....
LCP(S).51	-do-	.....	LCP(S).112	-do-	.....
LCP(S).52	-do-	.....	LCP(S).113	-do-	.....
LCP(S).53	-do-	.....	LCP(S).114	-do-	.....
LCP(S).54	-do-	.....	LCP(S).115	-do-	.....
LCP(S).55	-do-	.....	LCP(S).116	-do-	.....
LCP(S).56	-do-	.....			Lost cause unknown Home waters 22/12/43.
LCP(S).57	-do-	.....	LCP(S).117	-do-	.....
LCP(S).58	-do-	.....	LCP(S).118	-do-	.....
LCP(S).59	-do-	.....	LCP(S).119	-do-	.....
LCP(S).60	-do-	.....	LCP(S).120	-do-	.....
LCP(S).61	-do-	.....	LCP(S).121	-do-	.....
		Wrecked Azores 25/1/44.	LCP(S).122	-do-	.....
		Lost cause & place unknown ../5/44.*	LCP(S).123	-do-	.....
LCP(S).62	-do-	.....	LCP(S).124	-do-	.....
LCP(S).63	-do-	.....	LCP(S).125	-do-	.....
LCP(S).64	-do-	.....	LCP(S).126	-do-	.....
LCP(S).65	-do-	.....	LCP(S).127	-do-	.....
LCP(S).66	-do-	.....	LCP(S).128	-do-	.....
LCP(S).67	-do-	.....	LCP(S).129	-do-	.....
LCP(S).68	-do-	.....	LCP(S).130	-do-	.....
LCP(S).69	-do-	.....	LCP(S).131/134	.....	.....
LCP(S).70	-do-	.....	LCP(S).135	.....	.....
LCP(S).71	W H Gaze (Roe- hampton)	.....			Lost cause & place unknown ../5/44.*
LCP(S).72	-do-	.....	LCP(S).136	.....	.....
LCP(S).73	-do-	.....	LCP(S).137	.....	.....
		Lost cause & place unknown ../5/44.*			Lost cause unknown Normandie beaches ../6/44.
LCP(S).74	-do-	.....			Lost cause & place unknown ../5/44.*
		Lost overboard Messina ../5/44.*	LCP(S).138/180	.....	.....
LCP(S).75	-do-	.....	LCP(S).181	Thornycroft (Hampton)	.....
LCP(S).76	-do-	.....	LCP(S).182	-do-	.....
		Lost cause & place unknown 13/3/44.	LCS(S).183	-do-	.....
LCP(S).77	-do-	.....			Wrecked Mediterranean ../7/44.*
LCP(S).78	-do-	.....	LCP(S).184	-do-	.....
LCP(S).79	-do-	.....	LCP(S).185	-do-	.....
LCP(S).80	-do-	.....	LCP(S).186	Cambridge Weld- ing (Hanwell)	.....
LCP(S).81	-do-	.....	LCP(S).187	-do-	.....
LCP(S).82	-do-	.....	LCP(S).188	-do-	.....
LCP(S).83	-do-	.....	LCP(S).189	-do-	.....
LCP(S).84	-do-	.....	LCP(S).190	-do-	.....
LCP(S).85	-do-	.....	LCP(S).191	-do-	.....
LCP(S).86	-do-	.....	LCP(S).192	-do-	.....
LCP(S).87	-do-	.....	LCP(S).193	-do-	.....
LCP(S).88	-do-	.....	LCP(S).194	-do-	.....
LCP(S).89	-do-	.....	LCP(S).196	-do-	.....
LCP(S).90	-do-	.....	LCP(S).197	-do-	.....
LCP(S).91	-do-	.....	LCP(S).198	-do-	.....
LCP(S).92	-do-	.....	LCP(S).199	-do-	.....
LCP(S).93	-do-	.....	LCP(S).200	-do-	.....
LCP(S).94	-do-	.....			
LCP(S).95	-do-	.....			

LCP(S).201	W H Gaze (Roe-	.....	
	hampton)		
LCP(S).202	-do-	.....	
LCP(S).203	-do-	.....	
LCP(S).204	-do-	.....	
LCP(S).205	-do-	.....	
LCP(S).206	-do-	.....	
LCP(S).207	-do-	.....	
LCP(S).208	-do-	.....	
LCP(S).209	-do-	.....	
LCP(S).210	-do-	.....	
LCP(S).211	-do-	.....	
LCP(S).212	-do-	.....	
LCP(S).213	-do-	.....	
LCP(S).214	-do-	.....	
LCP(S).215	-do-	.....	
LCP(S).216	-do-	.....	
LCP(S).217	-do-	.....	
LCP(S).218	-do-	.....	
LCP(S).219	-do-	.....	
LCP(S).220	-do-	.....	
LCP(S).221/250	.....	.....	LCH (1944).
LCP(S).251	Austin (Barking)	.....	LCH (1944).
LCP(S).252	-do-	.....	LCH (1944).
LCP(S).253	-do-	.....	LCH (1944).
LCP(S).254	-do-	.....	LCH (1944).
LCP(S).255	-do-	.....	LCH (1944).
LCP(S).256	-do-	.....	LCH (1944).



Above: The landing craft hospital was adapted from the landing craft personnel (small); and could accommodate six stretcher cases, and ten walking wounded. (IWM)

LCP(S).257	-do-	.....	LCH (1944).
LCP(S).258	-do-	.....	LCH (1944).
LCP(S).259	-do-	.....	LCH (1944).
LCP(S).260	-do-	.....	LCH (1944).
LCP(S).261/300	.....	.....	LCH (1944).
*Date reported			

Landing Craft Hospital

Name	Builder	Completed	Fate
LCH.221/300			

Landing Craft Utility

Name	Builder	Completed	Fate
LCU.1/...			

Landing Craft Personnel (Ramped)

Name	Builder	Completed	Fate				
LCP(R).501/577				LCP(R).614	.....	.....	Lost cause & place unknown .. /5/44.*
LCP(R).578			Lost cause unknown Inveraray 13/12/42.	LCP(R).615	.....	.....	
LCP(R).579/583				LCP(R).616	.....	.....	Wrecked Home waters 22/1/44.
LCP(R).584			Lost cause unknown Home waters .. /5/44.	LCP(R).617	.....	.....	Lost cause unknown Home waters 15/9/42.
LCP(R).585/602				LCP(R).618/619	.....	.....	
LCP(R).603			Lost cause unknown Algiers .. /11/42.	LCP(R).620	.....	.....	Lost cause unknown Algiers .. /11/42.
LCP(R).604/612				LCP(R).621	.....	.....	
LCP(R).613			Lost overboard 22/12/43. (3)	LCP(R).622	.....	.....	Lost cause unknown Home waters 24/9/42.

LCP(R).623/628	.....	.....	LCP(R).783	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(R).629	.....	.....	LCP(R).784/793	.....	.....	
LCP(R).630/633	.....	.....	LCP(R).794	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(R).634	.....	.....	LCP(R).795	.....	.....	Wrecked Home waters 19/12/43.
LCP(R).635/639	.....	.....	LCP(R).796/804	.....	.....	
LCP(R).640	.....	.....	LCP(R).805	.....	.....	Lost cause & place unknown ../11/44.*
LCP(R).641/642	.....	.....	LCP(R).806	.....	.....	Lost cause & place unknown ../11/44.*
LCP(R).643	.....	.....	LCP(R).807/823	.....	.....	
LCP(R).644/651	.....	.....	LCP(R).824	.....	.....	Lost cause & place unknown ../5/44.*
LCP(R).652	.....	.....	LCP(R).825/831	.....	.....	
LCP(R).653/660	.....	.....	LCP(R).832	.....	.....	Foundered in tow Mediterranean ../6/45.*
LCP(R).661	.....	.....	LCP(R).833/836	.....	.....	
LCP(R).662	.....	.....	LCP(R).837	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(R).663	.....	.....	LCP(R).838/839	.....	.....	
LCP(R).664/668	.....	.....	LCP(L).840	.....	.....	Lost cause unknown Home waters 28/3/45.
LCP(R).669	.....	.....	LCP(R).841/843	.....	.....	
LCP(R).670/672	.....	.....	LCP(R).844	.....	.....	Lost cause & place unknown ../5/44.
LCP(R).673	.....	.....	LCP(R).845/8449	.....	.....	
LCP(R).674/679	.....	.....	LCP(R).850	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(R).680	.....	.....	LCP(R).851/853	.....	.....	
LCP(R).681/682	.....	.....	LCP(R).854	.....	.....	Lost cause & place unknown ../6/44.*
LCP(R).683	.....	.....	LCP(R).855/857	.....	.....	
LCP(R).684	.....	.....	LCP(R).858	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(R).685	.....	.....	LCP(R).859/865	.....	.....	
LCP(R).686/688	.....	.....	LCP(R).866	.....	.....	Burnt-out Bombay 14/4/44.
LCP(R).689	.....	.....	LCP(R).867	.....	.....	Wrecked Mandapam ../6/44.
LCP(R).690/691	.....	.....	LCP(R).868/869	.....	.....	
LCP(R).692	.....	.....	LCP(R).870	.....	.....	Wrecked Bombay 12/9/43.
LCP(R).693	.....	.....	LCP(R).871/893	.....	.....	
LCP(R).694/706	.....	.....	LCP(R).894	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCP(R).707	.....	.....	LCP(R).895	.....	.....	Lost following damage Portsmouth area ../6/44.
LCP(R).708/720	.....	.....	LCP(R).896	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCP(R).721	.....	.....	LCP(R).897/900	.....	.....	
LCP(R).722	.....	.....	LCP(R).901	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(R).723	.....	.....	LCP(R).902/904	.....	.....	
LCP(R).724/726	.....	.....	LCP(R).905	.....	.....	Foundered stress of weather Home waters 19/6/44.
LCP(R).727	.....	.....	LCP(R).906/908	.....	.....	
LCP(R).728/734	.....	.....	LCP(R).909	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(R).735	.....	.....	LCP(R).910/911	.....	.....	
LCP(R).736/737	.....	.....	LCP(R).912	.....	.....	Lost cause & place unknown ../5/44.*
LCP(R).738	.....	.....	LCP(R).913	.....	.....	Lost cause & place unknown ../5/44.*
LCP(R).739/752	.....	.....	LCP(R).914/964	.....	.....	
LCP(R).753	.....	.....	LCP(R).965	.....	.....	Foundered in tow Mediterranean ../7/45.*
LCP(R).754/768	.....	.....	LCP(R).966	.....	.....	Damaged en route Anzio & written-off as constructive total loss ../6/44.*
LCP(R).769	.....	.....	LCP(R).967/969	.....	.....	
LCP(R).770	.....	.....				
LCP(R).771	.....	.....				
LCP(R).772/779	.....	.....				
LCP(R).780	.....	.....				
LCP(R).781	.....	.....				
LCP(R).782	.....	.....				

LCP(R).970	.....	.....	Lost cause unknown Home waters ../6/44.*	LCP(R).1008	.....	.....	Foundered stress of weather Home waters ../8/42.
LCP(R).971	.....	.....	Lost collision Home waters 28/7/44.	LCP(R).1009	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(R).972/977	.....	.....		LCP(R).1010	.....	.....	
LCP(R).978	.....	.....	Lost cause & place unknown .././44.	LCP(R).1011	.....	.....	Lost collision Home waters 21/10/44.
LCP(L).979	.....	.....	Lost cause unknown Far East area 5/3/45.	LCP(R).1012	.....	.....	Lost collision Home waters ../8/42.
LCP(R).980/981	.....	.....		LCP(R).1013/1017	.....	.....	
LCP(R).982	.....	.....	Lost cause & place unknown .././44.	LCP(R).1018	.....	.....	Lost cause unknown Scheldt area 26/1/45.
LCP(R).983/986	.....	.....		LCP(R).1019	.....	.....	Foundered stress of weather Salerno 28/9/43.
LCP(R).987	.....	.....	Lost cause & place unknown .././44.	LCP(R).1020/1022	.....	.....	
LCP(R).988	.....	.....		LCP(R).1023	.....	.....	Lost cause & place unknown .././44.
LCP(R).989	.....	.....	Lost cause & place unknown .././44.	LCP(R).1024/1025	.....	.....	
LCP(R).990	.....	.....		LCP(R).1026	.....	.....	Lost cause unknown Mediterranean 23/3/44.
LCP(R).991	.....	.....	Lost cause & place unknown .././44.	LCP(R).1027/1028	.....	.....	
LCP(R).992	.....	.....		LCP(R).1029	.....	.....	Lost cause unknown Algiers ../11/42.
LCP(R).993	.....	.....	Lost cause & place unknown .././44.	LCP(R).1030/1034	.....	.....	
LCP(R).994	.....	.....		LCP(R).1035	.....	.....	Lost overboard 22/12/43. (3)
LCP(R).995	.....	.....	Lost cause & place unknown ../5/44.*	LCP(R).1036	.....	.....	Lost cause unknown Algiers ../11/41.
LCP(R).996/998	.....	.....		LCP(R).1037/1100	.....	.....	
LCP(R).999	.....	.....	Foundered stress of weather Home waters 26/9/44.	(1) Mercantile <i>Marietta E</i> torpedoed Italian submarine Port Said area (2) Mercantile <i>Sembilan</i> torpedoed enemy submarine Indian Ocean? (3) Landing ship headquarters HILARY location unknown *Date reported			
LCP(R).1000/1007	.....	.....					

Landing Craft Support (Medium) (Mark 1)

Name	Builder	Completed	Fate	LCS(M).16	.....	.....	Lost cause unknown India 29/8/43.
LCS(M).1	.....	.....	Lost cause & place unknown .././41.	LCS(M).17	.....	.....	Lost cause unknown Mayu River 25/4/43.
LCS(M).2/3	.....	.....		LCS(M).18	.....	.....	Lost cause unknown Tobruk 20/6/42.
LCS(M).4	.....	.....	Lost cause unknown Tobruk 20/6/42.	LCS(M).19	.....	.....	Lost cause unknown Tobruk 20/6/42.
LCS(M).5	.....	.....		LCS(M).20/21	.....	.....	
LCS(M).6	.....	.....	Lost cause unknown Tobruk 20/6/42.	LCS(M).22	.....	.....	Lost cause unknown Tobruk 20/6/42.
LCS(M).7/8	.....	.....		LCS(M).23	.....	.....	Lost cause unknown Mayu River ../3/43.
LCS(M).9	.....	.....	Lost cause unknown Dieppe 19/8/42.	LCS(M).24	.....	.....	
LCS(M).10	.....	.....					
LCS(M).11	.....	.....	Lost cause unknown Algiers ../11/42.				
LCS(M).12/13	.....	.....					
LCS(M).14	.....	.....	Lost cause unknown Algiers ../11/42.				
LCS(M).15	.....	.....	Lost cause unknown Tobruk 20/6/42.				

Landing Craft Medium (Mark 2)

Name	Builder	Completed	Fate	LCS(M).30	.....	.....	Lost cause unknown off coast of Arakan ../6/45.*
LCS(M).25/27	.....	.....		LCS(M).31/40	.....	.....	
LCS(M).28	.....	.....	Lost cause unknown Algiers ../11/42.	*Date reported			
LCS(M).29	.....	.....					

Landing Craft Medium (Mark 3)

Name	Builder	Completed	Fate	LCS(M).81	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCS(M).41				LCS(M).82	.....	.....	
LCS(M).42			Lost cause & place unknown 25/8/44.	LCS(M).83	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCS(M).43/45				LCS(M).84/90	.....	.....	
LCS(M).46			Lost cause unknown Anzio beaches ../1/44.	LCS(M).91	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCS(M).47			Lost cause & place unknown ../6/44.	LCS(M).92/98	.....	.....	
LCS(M).48				LCS(M).99	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCS(M).49			Lost cause & place unknown .././44.	LCS(M).100	.....	.....	
LCS(M).50/53				LCS(M).101	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCS(M).54			Lost cause & place unknown 1/7/44.	LCS(M).102	.....	.....	
LCS(M).55/58				LCS(M).103	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCS(M).59			Lost cause & place unknown ../5/44.*	LCS(M).104/107	.....	.....	
LCS(M).60/68				LCS(M).108	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCS(M).69			Foundered off east coast of Scotland 3/3/44.	LCS(M).109/113	.....	.....	
LCS(M).70/74				LCS(M).114	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCS(M).75			Lost cause unknown Normandie beaches ../6/44.	LCS(M).115/147	.....	.....	
LCS(M).76			Lost cause unknown Normandie beaches ../6/44.	LCS(M).148	.....	.....	Lost cause unknown off coast of Arakan ../6/45.*
LCS(M).77/79				LCS(M).149/150	.....	.....	
LCS(M).80			Lost cause unknown Normandie beaches ../6/44.	*Date reported			

Landing Craft Large (Mark 1)

Name	Builder	Completed	Fate
LCS(L).1/200			
LCS(L).201			Lost collision English Channel ../9/43.
LCS(L).202/250			

Landing Craft Large (Mark 2)

Name	Builder	Completed	Fate
LCS(L).251	Austins (Barking)	.....	
LCS(L).252	Solent Shipyard (Sarisbury Green)	.....	Lost cause unknown Walcheren area 1/11/44.
LCS(L).253	H T Percival (Horning)	.....	
LCS(L).254	A M Dickie (Ban- gor)	.....	
LCS(L).255	Brooke Marine (Oulton Broad)	.....	
LCS(L).256	J Sadd (Maldon)	.....	Lost cause unknown Walcheren area 1/11/44.
LCS(L).257	Austins (Barking)	.....	
LCS(L).258	Solent Shipyard (Sarisbury Green)	.....	Lost cause unknown Walcheren area 1/11/44.
LCS(L).259	H T Percival (Horning)	.....	
LCS(L).260	Austins (Barking)	.....	

Landing Craft Vehicle

Name	Builder	Completed	Fate
LCV.501/578			
LCV.579			Lost cause unknown Inveraray 13/12/42.
LCV.580/583			
LCV.584			Lost cause unknown off Inellan 15/3/43.
LCV.585/596			
LCV.597			Lost cause unknown Home waters 12/9/42.
LCV.598/600			
CV.601/700			Numbers not used.
LCV.701/718			
LCV.719			Lost cause & place unknown ../6/44.
LCV.720/751			
LCV.752			Lost with FIDELITY 30/12/42. (1)
LCV.753			
LCV.754			Lost with FIDELITY 30/12/42. (1)
LCV.575/600			
LCV.601/700			Numbers not used.
LCV.701/797			
LCV.798			Lost cause unknown Home waters 25/9/42.
LCV.799/800			
LCV.801			Wrecked Portsmouth area 18/10/44.
LCV.802			Foundered in tow Home waters 2/8/45.
LCV.803/813			



Above: By widening the bow ramp of the landing craft personnel (ramped) a small vehicle could be landed, and was designated landing craft vehicle. This entailed moving the helm controls, and engines right aft; and left the cox'un very exposed. Some units, as illustrated by *LCV.829*, were fitted with a light wire sweep for minesweeping. (IWM)

LCV.814	.....	.....	Lost cause unknown Home waters 30/1/45.
LCV.815/824	.....	.....	
LCV.825	.....	.....	Explosion off west coast of Scotland 21–22/5/43.
LCV.826/893	.....	.....	
LCV.894	.....	.....	RASC (19.); lost cause & place unknown ../2/44. *
LCV.895/900	.....	.....	

(1) Torpedoed German submarine U.453 off the Azores *Date reported

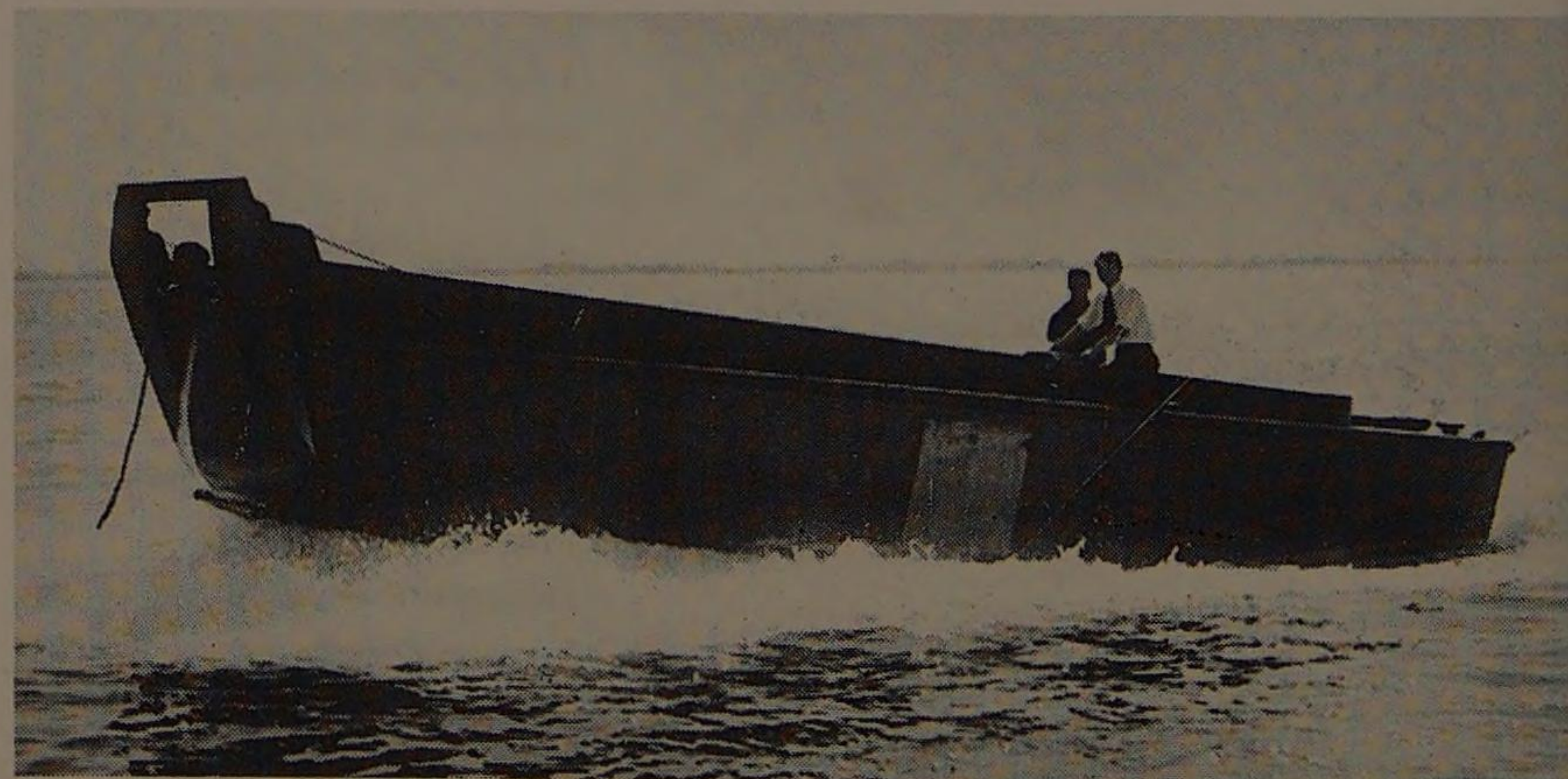
Landing Craft Vehicle/Personnel

Name	Builder	Completed	Fate
LCVP.1001/2			
LCVP.1003			Abandoned Chichester 20/11/44.
LCVP.1004/1015			
LCVP.1016			Lost cause unknown Normandie beaches ../6/44.
LCVP.1017/1028			
LCVP.1029			Lost cause unknown Normandie beaches ../6/44.
LCVP.1030			
LCVP.1031			Lost cause unknown Normandie beaches ../6/44.
LCVP.1032			
LCVP.1033			Lost cause unknown Normandie beaches ../6/44.
LCVP.1034/39			
LCVP.1040			Capsized off Newhaven 1/11/43.
LCVP.1041/1043			
LCVP.1044			Lost cause unknown Normandie beaches ../6/44.
LCVP.1045			Lost cause unknown Normandie beaches ../6/44.
LCVP.1046			Lost cause unknown Normandie beaches ../6/44.
LCVP.1047/1048			

LCVP.1049	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1050/1053	.....	.....	
LCVP.1054	.....	.....	Lost cause unknown Normandie beaches ../5/44.
LCVP.1055	.....	.....	
LCVP.1056	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1057/1061	.....	.....	
LCVP.1062	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1063/1064	.....	.....	
LCVP.1065	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1066	.....	.....	Lost cause unknown Richborough area ../2/44.
LCVP.1067/1083	.....	.....	
LCVP.1084	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1085/1087	.....	.....	
LCVP.1088	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1089/1092	.....	.....	
LCVP.1093	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1094/1097	.....	.....	
LCVP.1098	.....	.....	Lost cause unknown Normandie beaches ../6/44.

LCVP.1099/1100	.....	.....	LCVP.1184	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1101	.....	.....	LCVP.1185/1187	.....	.....	
LCVP.1102	.....	.....	LCVP.1188	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1103	.....	.....	LCVP.1189/1190	.....	.....	
LCVP.1104	.....	.....	LCVP.1191	.....	.....	Lost cause & place unknown ../1/45.
LCVP.1105	.....	.....	LCVP.1192/1198	.....	.....	
LCVP.1106	.....	.....	LCVP.1199	.....	.....	Lost cause unknown Portsmouth area 25/11/44.
LCVP.1107/1110	.....	.....	LCVP.1200	.....	.....	
LCVP.1111	.....	.....	LCVP.1201	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1112/1113	.....	.....	LCVP.1202/1203	.....	.....	
LCVP.1114	.....	.....	LCVP.1204	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1115/1116	.....	.....	LCVP.1205/1210	.....	.....	
LCVP.1117	.....	.....	LCVP.1211	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1118/1119	.....	.....	LCVP.1212/1215	.....	.....	
LCVP.1120	.....	.....	LCVP.1216	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1121	.....	.....	LCVP.1217	.....	.....	
LCVP.1122	.....	.....	LCVP.1218	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1123	.....	.....	LCVP.1219/1227	.....	.....	
LCVP.1124	.....	.....	LCVP.1228	.....	.....	Lost cause unknown Home waters 27/11/44.
LCVP.11225/1128	.....	.....	LCVP.1229/1241	.....	.....	
LCVP.1129	.....	.....	LCVP.1242	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1130/1131	.....	.....	LCVP.1243/1244	.....	.....	
LCVP.1132	.....	.....	LCVP.1245	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1133	.....	.....	LCVP.1246	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1134/1138	.....	.....	LCVP.1247	.....	.....	
LCVP.1139	.....	.....	LCVP.1248	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1140/1145	.....	.....	LCVP.1249	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1146	.....	.....	LCVP.1250	.....	.....	
LCVP.1147/1152	.....	.....	LCVP.1251	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1153	.....	.....	LCVP.1252/1254	.....	.....	
LCVP.1154	.....	.....	LCVP.1255	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1155	.....	.....	LCVP.1256/1259	.....	.....	
LCVP.1156	.....	.....	LCVP.1260	.....	.....	Lost cause unknown Normandie beaches ../6/44.
LCVP.1157	.....	.....				
LCVP.1158	.....	.....				
LCVP.1159	.....	.....				
LCVP.1160/1164	.....	.....				
LCVP.1165	.....	.....				
LCVP.1166	.....	.....				
LCVP.1167	.....	.....				
LCVP.1168/1169	.....	.....				
LCVP.1170	.....	.....				
LCVP.1171	.....	.....				
LCVP.1172	.....	.....				
LCVP.1173/1183	.....	.....				

Below: The best features of the LCP(R) and the LCV were combined to produce the landing craft vehicle/personnel. The bow ramp was made the full width of the hull, and the cox'un was stationed in the troop space, to port, which afforded some measure of protection.



LCVP.1261	.....	.....		LCVP.1288	.....	.....	Lost cause unknown Home
LCVP.1262	.....	.....	Lost cause unknown				waters 13/7/44.
			Normandie beaches ../6/44.	LCVP.1289/1357	.....	.....	
LCVP.1263	.....	.....		LCVP.1358			Wrecked Eastern
LCVP.1264	.....	.....	Lost cause unknown				Mediterranean ../4/45.
			Normandie beaches ../6/44.	LCVP1359/1400	.....	.....	
LCVP.1265/1287	.....	.....					

Landing Craft Emergency Repair

Name	Builder	Completed	Fate				
LCE.1			Lost cause unknown	LCE.14	.....	.....	Lost cause & place unknown
			Mediterranean ../10/43.	LCE.15	.....	.....	../5/44.*
LCE.2/4				LCE.16/20	.....	.....	Lost cause & place unknown
LCE.5			Lost cause & place unknown	LCE.21	.....	.....	13/7/44.
			../5/44.*				Lost cause & place unknown
LCE.6/8				LCE.22/24	.....	.....	../5/44.*
LCE.9			Lost cause unknown				
			Mediterranean ../10/43.				
LCE.10/13							

*Date reported

Landing Craft Vehicle (Minesweeping)

Name	Builder	Completed	Fate
LCV(MS).829			

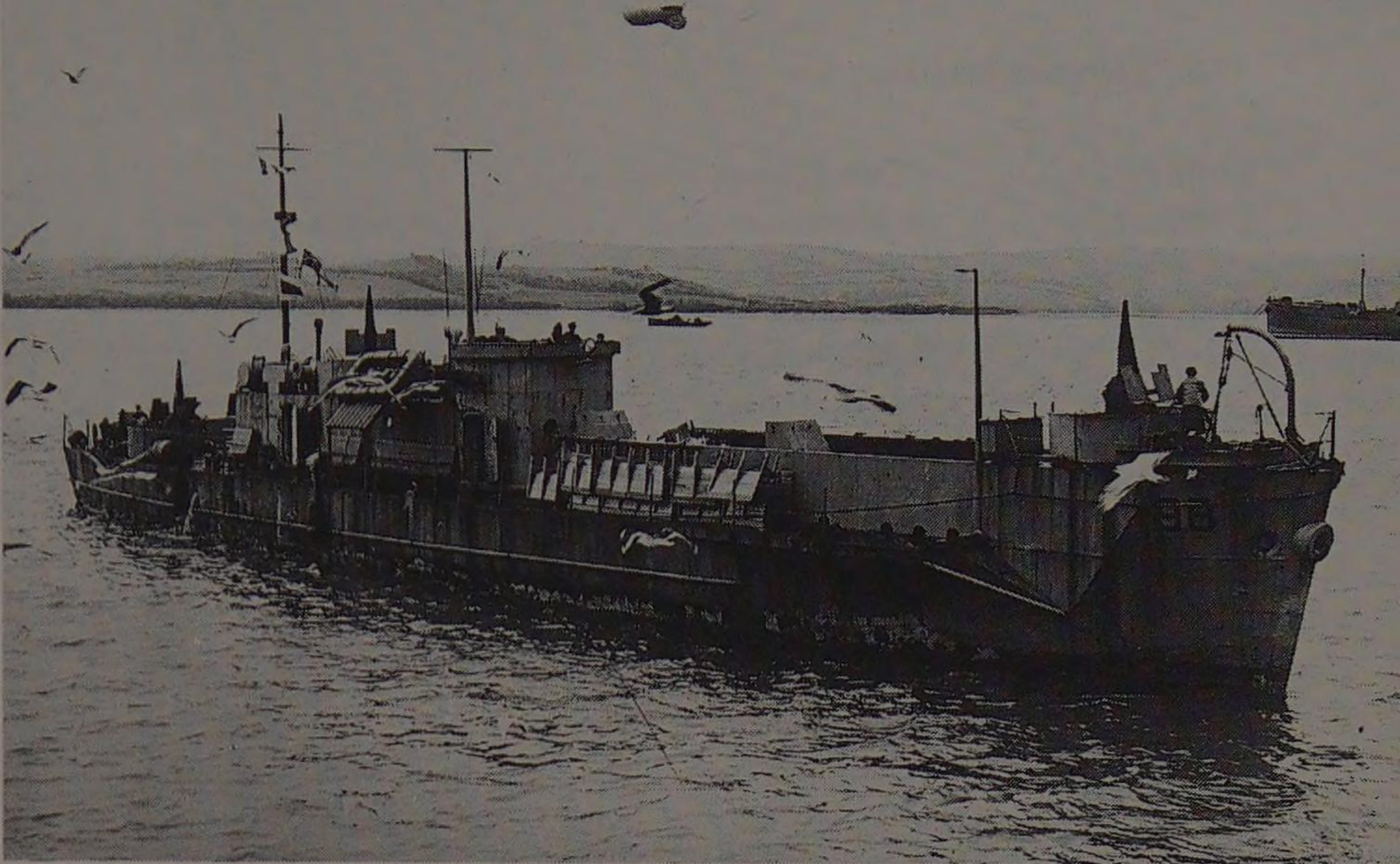
Landing Craft Infantry (Large)

Name	Builder	Completed	Fate				
LCI(L).3	New York Ship- building (Cam- den)	.....		LCI(L).101	-do-	.....	
				LCI(L).102	-do-	.....	Foundered stress of weather
LCI(L).4	-do-	.....					off Vis 11/11/44.
LCI(L).5	-do-	.....		LCI(L).103	-do-	.....	
LCI(L).6	-do-	.....		LCI(L).104	-do-	.....	
LCI(L).7	-do-	.....	Bombed Italian aircraft off	LCI(L).105	-do-	.....	Torpedoed German
			Algiers 21/4/43.				 Normandie
LCI(L).8	-do-	.....		LCI(L).106	-do-	.....	beaches 8/6/44.
LCI(L).9	-do-	.....					Mercantile <i>Westermarkt</i> (19..),
LCI(L).10	-do-	.....		LCI(L).107	-do-	.....	<i>Isis</i> (19..).
LCI(L).11	-do-	.....					Wrecked off Reggio 2/9/43.
LCI(L).12	-do-	.....		LCI(L).108	-do-	.....	
LCI(L).13	-do-	.....		LCI(L).109	-do-	.....	
LCI(L).14	-do-	.....		LCI(L).110	-do-	.....	
LCI(L).15	-do-	.....		LCI(L).111	-do-	.....	
LCI(L).16	-do-	.....		LCI(L).112	-do-	.....	
LCI(L).33	-do-	.....		LCI(L).113	-do-	.....	
LCI(L).35	-do-	.....		LCI(L).114	-do-	.....	
LCI(L).75	Consolidated Steel (Orange)	.....		LCI(L).115	-do-	.....	
				LCI(L).116	-do-	.....	
LCI(L).97	-do-	.....		LCI(L).117	-do-	.....	
LCI(L).98	-do-	.....	LCH (1944).	LCI(L).118	-do-	.....	
LCI(L).99	-do-	.....	Torpedoed German submarine	LCI(L).119	-do-	.....	
			U.... off Normandie 14/8/44.	LCI(L).120	-do-	.....	
LCI(L).100	-do-	.....	LCH (1944).	LCI(L).121	-do-	.....	
				LCI(L).122	-do-	.....	
				LCI(L).123	-do-	.....	

LCI(L).124	-do-	.....		LCI(L).248	-do-	.....	
LCI(L).125	-do-	.....		LCI(L).249	-do-	.....	
LCI(L).126	-do-	.....		LCI(L).250	-do-	.....	
LCI(L).127	-do-	.....		LCI(L).251	-do-	.....	
LCI(L).128	-do-	.....		LCI(L).252	-do-	.....	
LCI(L).129	-do-	.....		LCI(L).253	-do-	.....	
LCI(L).130	-do-	.....		LCI(L).254	-do-	.....	
LCI(L).131	-do-	.....		LCI(L).255	-do-	.....	
LCI(L).132	-do-	.....	Lost cause & place unknown & formally paid-off 17/6/44.	LCI(L).256	-do-	.....	
				LCI(L).257	-do-	.....	
LCI(L).133	-do-	.....		LCI(L).258	-do-	.....	
LCI(L).134	-do-	.....		LCI(L).259	-do-	.....	
LCI(L).135	-do-	.....		LCI(L).260	-do-	.....	
LCI(L).136	-do-	.....		LCI(L).261	-do-	.....	
LCI(L).161	Federal (Newark)	.....		LCI(L).262	-do-	.....	
LCI(L).162	-do-	.....	Explosion en route Algiers 7/2/43.	LCI(L).263	-do-	.....	
				LCI(L).264	-do-	.....	
LCI(L).163	-do-	.....		LCI(L).265	-do-	.....	
LCI(L).164	-do-	.....		LCI(L).266	-do-	.....	
LCI(L).165	-do-	.....		LCI(L).267	-do-	.....	
LCI(L).166	-do-	.....		LCI(L).268	-do-	.....	
LCI(L).167	-do-	.....	LCH (1944).	LCI(L).269	-do-	.....	LCH (1944).
LCI(L).168	-do-	.....	LCH (1944).	LCI(L).270	-do-	.....	
LCI(L).169	-do-	.....		LCI(L).271	-do-	.....	
LCI(L).170	-do-	.....		LCI(L).272	-do-	.....	
LCI(L).171	-do-	.....		LCI(L).273	-do-	.....	Bombed German aircraft Anzio beaches 17/5/44.
LCI(L).172	-do-	.....					
LCI(L).173	-do-	.....		LCI(L).274	-do-	.....	
LCI(L).174	-do-	.....		LCI(L).275	-do-	.....	LCH (1944).
LCI(L).175	-do-	.....		LCI(L).276	-do-	.....	
LCI(L).176	-do-	.....		LCI(L).277	-do-	.....	
LCI(L).177	-do-	.....		LCI(L).278	-do-	.....	
LCI(L).178	-do-	.....		LCI(L).279	-do-	.....	
LCI(L).179	-do-	.....		LCI(L).280	-do-	.....	
LCI(L).180	-do-	.....		LCI(L).281	-do-	.....	
LCI(L).181	-do-	.....		LCI(L).282	-do-	.....	
LCI(L).182	-do-	.....		LCI(L).283	-do-	.....	
LCI(L).183	-do-	.....		LCI(L).284	-do-	.....	
LCI(L).184	-do-	.....		LCI(L).285	-do-	.....	
LCI(L).185	-do-	.....	LCH (1944).	LCI(L).286	-do-	.....	
LCI(L).186	-do-	.....		LCI(L).287	-do-	.....	
LCI(L).187	-do-	.....	LCH (1944).	LCI(L).288	-do-	.....	
LCI(L).193	-do-	.....		LCI(L).289	-do-	.....	
LCI(L).209	G Lawley (Nep- onset)	.....		LCI(L).290	-do-	.....	
				LCI(L).291	-do-	.....	
LCI(L).210	-do-	.....		LCI(L).292	-do-	.....	
LCI(L).211	-do-	.....		LCI(L).293	-do-	.....	
LCI(L).212	-do-	.....		LCI(L).294	-do-	.....	
LCI(L).213	-do-	.....		LCI(L).295	-do-	.....	
LCI(L).214	-do-	.....		LCI(L).296	-do-	.....	
LCI(L).215	-do-	.....		LCI(L).297	-do-	.....	
LCI(L).216	-do-	.....		LCI(L).298	-do-	.....	
LCI(L).217	-do-	.....		LCI(L).300	-do-	.....	
LCI(L).218	-do-	.....		LCI(L).301	-do-	.....	
LCI(L).229	-do-	.....		LCI(L).302	-do-	.....	
LCI(L).231	-do-	.....		LCI(L).303	-do-	.....	
LCI(L).238	-do-	.....		LCI(L).304	-do-	.....	
LCI(L).239	Todd, Eyrie & Barber (New Jersey)	.....	LCH (1944).	LCI(L).305	-do-	.....	
				LCI(L).306	-do-	.....	
LCI(L).240	-do-	.....		LCI(L).307	-do-	.....	
LCI(L).241	-do-	.....		LCI(L).308	-do-	.....	
LCI(L).242	-do-	.....		LCI(L).309	-do-	.....	Bombed German aircraft Bay of Biscay 23/10/43.
LCI(L).243	-do-	.....		LCI(L).310	-do-	.....	
LCI(L).244	-do-	.....		LCI(L).311	-do-	.....	
LCI(L).245	-do-	.....	LCH (1944).	LCI(L).312	-do-	.....	
LCI(L).246	-do-	.....		LCI(L).313	-do-	.....	
LCI(L).247	-do-	.....		LCI(L).314	-do-	.....	

Right: The LCI(L) showed surprisingly good sea-keeping qualities, and it could undertake an ocean passage; but the passage time was normally limited to two days when carrying a full troop load. As illustrated by LCI(L).98, gangways were provided on each bow for troop disembarkation, but later units had a bow ramp. (IWM)

LCI(L).315	-do-	.....	LCH (1944).
LCI(L).316	-do-	.....	
LCI(L).317	-do-	.....	
LCI(L).318	-do-	.....	
LCI(L).374	G Lawley (Nep-onset)	.....	
LCI(L).375	-do-	.....	
LCI(L).376	-do-	.....	
LCI(L).377	-do-	.....	
LCI(L).378	-do-	.....	
LCI(L).379	-do-	.....	
LCI(L).380	-do-	.....	
LCI(L).381	-do-	.....	
LCI(L).382	-do-	.....	
LCI(L).383	-do-	.....	
LCI(L).384	-do-	.....	
LCI(L).385	-do-	.....	
LCI(L).386	-do-	.....	
LCI(L).387	-do-	.....	
LCI(L).388	-do-	.....	
LCI(L).389	-do-	.....	
LCI(L).390	-do-	.....	
LCI(L).391	-do-	.....	
LCI(L).411	-do-	.....	
LCI(L).487	Todd, Eyrie & Barber (New Jersey)	.....	
LCI(L).488	-do-	.....	
LCI(L).489	-do-	.....	
LCI(L).490	-do-	.....	



LCI(L).491	-do-	.....
LCI(L).492	-do-	.....
LCI(L).493	-do-	.....
LCI(L).494	-do-	.....
LCI(L).495	-do-	.....
LCI(L).496	-do-	.....
LCI(L).498	-do-	.....
LCI(L).499	-do-	.....
LCI(L).500	-do-	.....
LCI(L).501	-do-	.....
LCI(L).502	-do-	.....
LCI(L).505	-do-	.....
LCI(L).507	-do-	.....
LCI(L).508	-do-	.....
LCI(L).509	-do-	.....
LCI(L).510	-do-	.....
LCI(L).511	-do-	.....
LCI(L).512	-do-	.....
LCI(L).537	-do-	.....

Landing Craft Headquarters

Name	Builder	Completed	Fate
LCH.98			
LCH.100			
LCH.167			
LCH.168			
LCH.185			Mined off Normandie 25/6/44.
LCH.187			
LCH.239			
LCH.245			
LCH.269			
LCH.275			
LCH.317			

Landing Craft Infantry (Small)

Name	Builder	Completed	Fate
Ordered ..5/42			
LCI(S).501	R Tough (Teddington)	.....	
LCI(S).502	Cadnell (Mayandsea)	.....	
LCI(S).503	F Curtis (Looe)	.....	
LCI(S).504	W Weatherhead (Cockenzie)	.....	
LCI(S).505	J Sadd (Maldon)	.....	
LCI(S).506	Solent Shipyard (Sarisbury Green)	.....	
LCI(S).507	Austin (Barking)	.....	
LCI(S).508	F Curtis (Looe)	.....	
LCI(S).509	Thomson & Balfour (Bo'ness)	.....	
LCI(S).510	J S Doig (Grimsby)	.....	
LCI(S).511	L A Robinson (Oulton Broad)	43	Wrecked Portslade 2/2/44.
LCI(S).512	Brooke Marine (Oulton Broad)	43	Lost cause unknown Normandie beaches 16/6/44.
LCI(S).513	-do-	43	
LCI(S).514	-do-	43	
LCI(S).515	-do-	43	Houseboat <i>Goldmohr</i> (19..).

LCI(S).516	F Curtis (Looe)	.....		LCI(S).531	J S Doig (Grimsby)	.....	Lost cause unknown
LCI(S).517	W Weatherhead (Cockenzie)	.....	Lost cause unknown				Normandie beaches../6/44.
			Normandie beaches ../6/44.	LCI(S).532	Collins (Oulton Broad)	43	Lost cause unknown
LCI(S).518	Southampton Steam Joinery	.....					Walcheren area 2/11/44.
				LCI(S).533	L A Robinson (Oulton Broad)	43	
LCI(S).519	F Curtis (Looe)	.....					
LCI(S).520	Collins (Oulton Broad)	43		LCI(S).534	Brooke Marine (Oulton Broad)	44	
LCI(S).521	F Curtis (Looe)	.....		LCI(S).535	W Weatherhead (Cockenzie)	.....	
LCI(S).522	W Weatherhead (Cockenzie)	.....					
				LCI(S).536	Solent Shipyard (Sarisbury Green)	.....	
LCI(S).523	Cadnell (Maylandsea)	.....					
				LCI(S).537	H T Percival (Horning)	.....	Damaged cause & place unknown ../6/44 & written-off as constructive total loss.
LCI(S).524	Thomson & Balfour (Bo'ness)	.....	Lost cause unknown				
			Normandie beaches ../6/44.	LCI(S).538	Brooke Marine (Oulton Broad)	44	
LCI(S).525	R Tough (Teddington)	.....					
				LCI(S).539	-do-	44	Houseboat <i>Dino</i> (19..).
LCI(S).526	Itchenor Shipyard	.....					
LCI(S).527	F Curtis (Looe)	.....		LCI(S).540	W Weatherhead (Cockenzie)	.....	Lost cause unknown
LCI(S).528	-do-	.....					Normandie beaches ../6/44.
LCI(S).529	-do-	.....					
LCI(S).530	W Weatherhead (Cockenzie)	.....		LCI(S).541/600	.....	.....	

Landing Craft (Swamp)

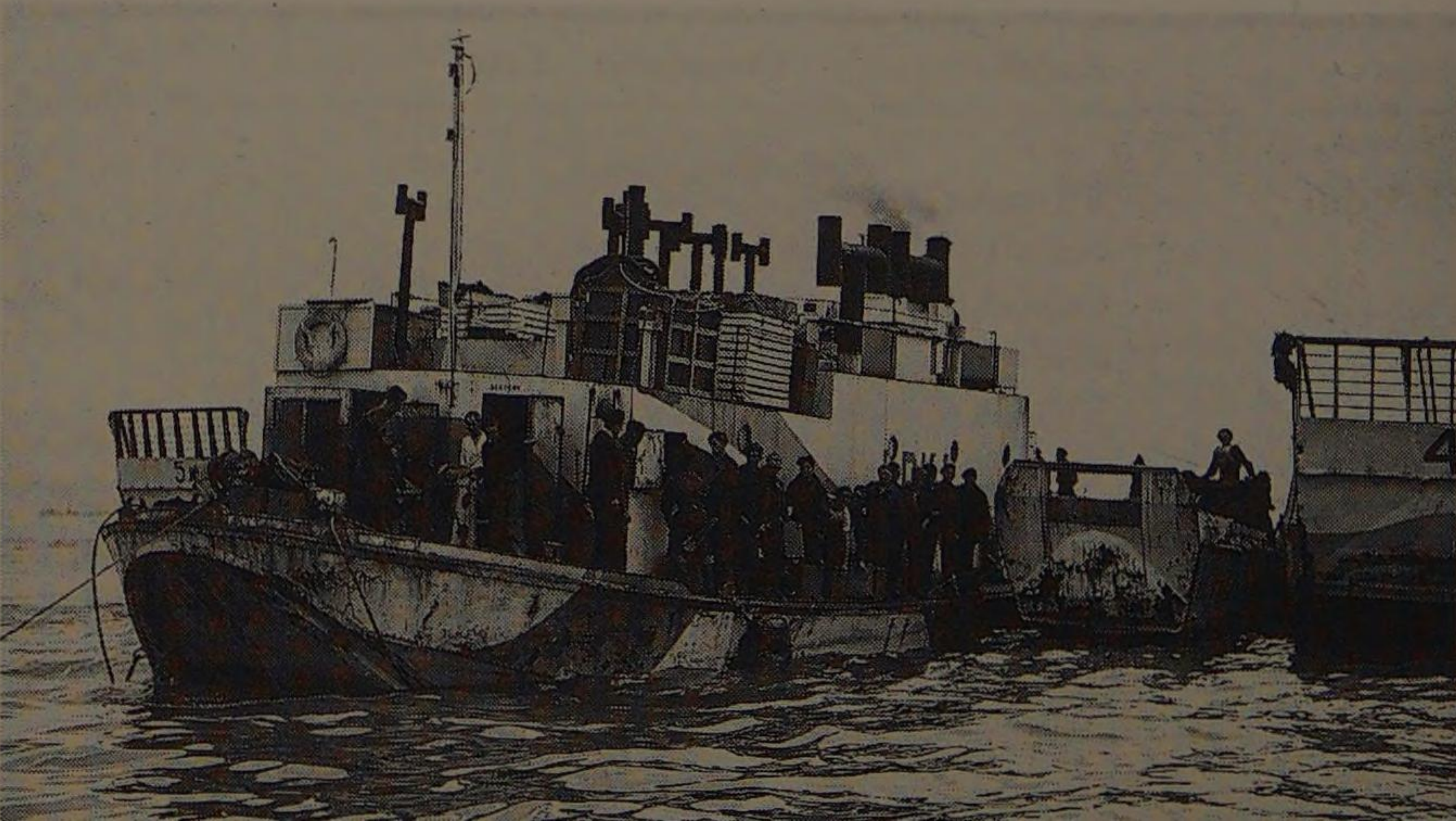
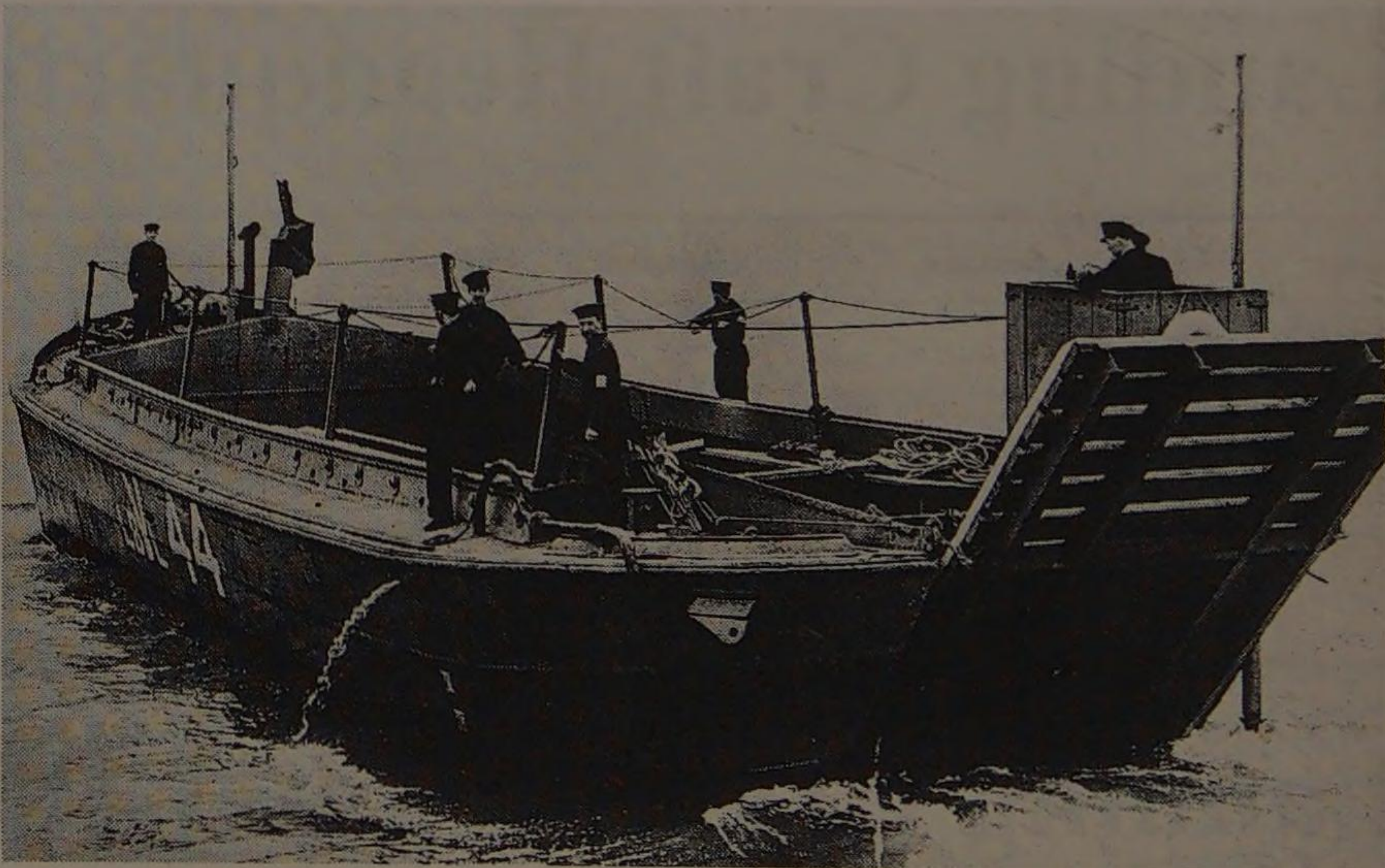
Name	Builder	Completed	Fate
LCW.1/...			

Landing Barges Engineering

Name	Builder	Completed	Fate
LBE.8			Gale damage Normandie beaches 19-25/6/44 & written-off as constructive total loss.
LBE.17			Gale damage Normandie beaches 19-25/6/44 & written-off as constructive total loss.
LBE.25			Gale damage Normandie beaches 19-25/6/44 & written-off as constructive total loss.
LBE.26			Gale damage Normandie beaches 19-25/6/44 & written-off as constructive total loss.
LBE.27			Gale damage Normandie beaches 19-25/6/44 & written-off as constructive total loss.
LBE.57			Gale damage Normandie beaches 19-25/6/44 & written-off as constructive total loss.
LBE.60			Gale damage Normandie beaches 19-25/6/44 & written-off as constructive total loss.

Right, upper: To make up for the deficiency of LCAs several hundred commercial swim barges were requisitioned for the European invasion in 1944. As illustrated by landing barge vehicle No. 44, modifications were simple and crude, but effective: a petrol engine was installed driving a single screw, and a stern ramp was fitted; and on the starboard side twin .303in Lewis machine guns were mounted forward, short pole masts were stepped forward and aft, and a conning position was added aft. (IWM)

Right, lower: The landing barge kitchen was mainly used to feed troops and landing craft crews. (IWM)



Coastal Forces

Development

Despite the pioneer work undertaken by coastal motor boats (CMBs) and motor launches (MLs) in the First World War coastal forces lapsed “between the wars” until 1935. In the meanwhile design and development did not greatly advance in the U.K. because an apparently disinterested Admiralty was, in reality, hampered by lack of funds. But in 1935 the first orders were placed with British Power Boat for CMBs—subsequently re-styled as motor torpedo boats (MTBs)—of the hard chine hull form. Although this form was slightly more resistful at cruising speeds, and slightly slower at full speed, than the stepped CMB, it was better able to maintain speed in a head sea, and was not dependent on delicate trim to obtain optimum results.

The first MTBs proved successful and weatherly craft, but with the inherent defect that the only light-weight power unit available—the petrol engine—exposed them to the hazard of fire and explosion; under which difficulties they laboured throughout the ensuing hostilities. Progress was such that by 1938 the two firms most concerned—British Power Boat and Vosper—had built hard chine MTBs as private speculations, and competition was intense to secure Admiralty contracts. The issue was finally decided in favour of Vosper; but, undaunted, British Power Boat shipped their private venture (PV) boat across to the USA to participate in an MTB design contest sponsored by the US Navy. Here, their PV boat met with greater success, was incorporated into the USN as the PT.9, and was accepted as the prototype for further development. A second PV boat was shipped to Canada in 1939, and became the Royal Canadian Navy CMTB.1; while the first steps were taken to establish the Canadian Power Boat boatyard in Montreal.

The possibility of enemy submarines operating in the English Channel, and adjacent coastal waters, had not been overlooked, and resulted in British Power Boat producing the motor anti-submarine boat (MA/SB): a twin-screw version of their triple-screw MTB with less speed, and torpedoes sacrificed for anti-submarine weapons. Still adhering to the hard chine form British Power Boat also produced a distant controlled motor boat (DCMB) to provide target practice under realistic conditions, and a fast motor minesweeper (MMS). But the latter had also been anticipated by Thornycroft who had, a little earlier, completed two round bilge craft for the Admiralty of less speed, but which proved most capable sweepers.

In the meantime, the Admiralty had embarked on a modest programme of Vosper MTBs; while Fairmile had proposed a scheme for building prefabricated hard chine motor launches (MLs) for coastal patrol and escort duties, which they rightly considered would be required in large numbers should the worsening political situation result in hostilities. The Admiralty recognised the merits of the proposal, and a small number of orders were put in hand. Enterprise was not lacking, and the field widened when White embarked on a hydrofoil MTB, and Swan Hunter & Wigham Richardson on a larger steel-hulled MTB powered by diesel engines.

Thus, in the four years prior to the outbreak of war the nucleus of a coastal force had been created, with design mainly centred on the MTB, the MA/SB, and the ML. The actual conflict was to prove the stern testing ground for these designs, and they responded well; but the real shortcoming was the lack of lightweight equipment suitable for these boats.

The British MTB was opposed to a tough enemy in its German counterpart. The German MTB was larger, and consequently carried a heavier gun armament; it was diesel-engined and so less liable to catch fire and explode if its fuel tanks were penetrated; and it presented a low silhouette, difficult to pick up on a dark night. In pre-RDF days, which relied on visual sighting, this last attribute was no mean advantage. For attack the British MTB needed more guns, or better still a motor gunboat (MGB) to engage the screening craft with gunfire, while they went in with the torpedo against an enemy squadron of major warships or a convoy. No such craft as an MGB then existed, but as enemy submarines were keeping relatively clear of coastal waters, the MA/SBs found themselves under-employed, and were so available for conversion to MGBs. Although there was the inevitable difficulty over providing them with suitable guns, this was eventually achieved; and the MTB and MGB were developed as complementary arms of offence. In September 1943, by which time considerable development had been effected in both types, MTBs and MGBs were merged as a single type by the simple expedients of providing the former with greater gun power, and the latter with torpedoes. If—with the profound advantage of hindsight—this would appear an obvious combination of duties giving greater operational flexibility, it is only fair to note that such a merger could not have been achieved until sufficient experience—obtained neither cheaply nor hurriedly—had been accumulated from which to evaluate sound tactical requirements. The table below illustrates the increased weights of the Vosper 70ft designs during the course of the war; and the fact that the military load was increased by 70%, with only a small loss in speed, reflects highly on the original design.

A certain amount of experimental work was expended on small MTBs of a size that could be carried under davits by sea-going vessels, but the dimensional limitations did not result in this line of development being pursued. One small unit—MTB.105—was embarked on the special service vessel *Fidelity*, but with the torpedoes removed and Asdic installed. She floated off after the *Fidelity* was sunk, but later foundered as the weather worsened.

Year	1938	1939	1940	1942	1943	1944
Class	MTB.20	MTB.31	MTB.73	MTB.347	MTB.380	MTB.523
Petrol	4.96t	6.30t	8.40t	8.51t	8.42t	8.42t
Lub oil	0.19t	0.27t	0.49t	0.36t	0.68t	0.49t
F.W.	0.22t	0.42t	0.20t	0.22t	0.20t	0.20t
Crew & effects	0.96t	1.07t	0.80t	0.80t	0.96t	1.29t
Miscellaneous	0.17t	0.32t	0.31t	0.36t	0.63t	0.71t
Armament & armour	5.74t	6.61t	6.76t	7.27t	8.20t	8.48t
W/T, A/S & RDF	0.24t	0.41t	0.37t	0.48t	0.80t	1.62t
Total	12.48t	15.40t	17.34t	18.00t	19.89t	1.21t
Increase in military load	—	23.2%	38.5%	44.0%	59.2%	69.5%
Displacement	35.79t	39.70t	46.90t	44.73t	44.39t	48.80t
Military load	34.9%	38.8%	36.9%	40.3%	44.7%	43.4%

By 1942 it was well realised that there was a limit to which the existing short MTB could be loaded, and to meet operational requirements for a more powerfully armed and seaworthy craft designs were prepared for a long boat to serve as a fresh basis for development. Initially, round-bilge form boats were built, and from this the quasi hard chine Fairmile "D" was evolved. By the end of the war this type carried a formidable array of light guns supplemented by four torpedoes, but sacrificed some speed in the process. Thereafter, although short boats continued to be built, there was an increasing preference for the long boats: a policy that was surprisingly reversed in immediate post-war development.

Both MTBs and MGBs had frequently been denied the tactical advantage of surprise by the noise of their unsilenced main engines. These were later effectively silenced, but in the interim there had been built a class of large, round-bilge form steam gunboats (SGBs), which could move swiftly and silently into attack. The SGB possessed two great disadvantages: its steam turbine machinery proved extremely vulnerable to the lightest gunfire, and its steel-built construction could only be undertaken at the expense of destroyers. No fewer than 60 SGBs were originally envisaged; but only nine were finally ordered, and only seven were actually built. With the sides of its machinery spaces later encased in $\frac{3}{4}$ in armour, and its armament considerably augmented, the SGB suffered the inevitable loss of speed which rather negated its positive qualities.

Although the original (type "A") ML had come up to design requirements certain obvious improvements suggested themselves, which led the Admiralty to prepare a round-bilge design that was turned over to the Fairmile organisation for mass production. This resulted in the ubiquitous type "B" ML, which could do practically anything, and go practically anywhere. Owing to a critical shortage of engines a twin-screw arrangement was adopted, which entailed some loss of speed, but enabled some 50% more boats to be placed in service. Later, a brief return was made to the earlier triple-screw, hard chine hull form, with some modifications (type "C"), to implement rapidly a demand for more MGBs.

Another successful Admiralty design was the round-bilge hull form harbour defence motor launch (HDML) for patrol work in estuarial and coastal waters. It was of simple construction, which enabled it to be built in yards abroad, not all of which possessed the facilities available in the U.K.; was easily maintained, and was a most sea-kindly craft. Capable of a wide range of employment it was in demand in every theatre of operations.

Except where noted all these boats were of wooden construction, and so utilised the building capacity of many boatyards, in both the U.K. and abroad, which could not otherwise have been kept fully employed. Following the cessation of hostilities the bulk of them were inevitably sold or scrapped, as outside of training there was little peacetime requirement for them.

Motor Torpedo Boats

BPB type: Nos. 1/12, 14/19.

Displacement: 18/22 tons.

Dimensions: (pp)/60 $\frac{1}{4}$ × 13 $\frac{1}{4}$ ×d/2 $\frac{3}{4}$ feet.

Machinery: Three shafts, Napier Sealion 12cyl (bore 5 $\frac{1}{2}$ in × 5in stroke) petrol engines BHP 1,800/1,500 = 33/29 knots.

Bunkers & radius: Petrol 600 + 900 (deck stowage) gallons, 350/650nm @ 35/18k.

Armament: Eight .303in AA (2×4) machine guns, two 18in torpedoes.

Complement: 9.

Vosper type: Nos. 20/25, 28/30.

Displacement: 31/35 $\frac{3}{4}$ tons.

Dimensions: (pp)/70 × 14 $\frac{3}{4}$ ×d/3 $\frac{1}{4}$ F5A feet.

Machinery: Three shafts, Isotta-Fraschini 12cyl type ASM-183 petrol engines BHP 3,450/2,830 = 42/40 knots.

Bunkers: Petrol 2,145 gallons/5 tons, ...nm @ ..k.

Armament: Four .5in (2×2) machine guns, two 21in T.T.

Complement: 10.

Thornycroft type: Nos. 26 & 27.

Displacement: 13 $\frac{3}{4}$ tons (full load).

Dimensions: (pp)/55 × 11 ×d/3 $\frac{1}{4}$ feet.

Machinery: Two shafts, Thornycroft RY/12 petrol engines BHP 1,200 = 40 knots.

Bunkers & endurance: Petrol gallons,nm @ ..k.

Armament: Two .303in AA (2×1) machine guns, two 18in (2×1) torpedoes.

Complement: 5.

Vosper type: Nos. 31/40, 57/66.

Displacement: 39 $\frac{3}{4}$ tons (full load).

Dimensions: (pp)/70 $\frac{1}{2}$ × 14 $\frac{3}{4}$ ×d/3 $\frac{1}{4}$ F5A feet.

Machinery: Three shafts, Isotta-Fraschini 12cyl ASM-183 petrol engines BHP 3,600/3,450 = 40/38 knots (MTB.31/34 & 41/43) or Hall Scott 12cyl 3368/3369 (bore 5 $\frac{3}{4}$ in × 7in stroke) petrol engines BHP 2,700 = 25 knots (MTB.35/40 & 44/48) or Packard 12cyl 4M-2500 (bore 6 $\frac{1}{2}$ in × 6 $\frac{1}{2}$ in stroke) petrol engines BHP 4,050/3,600 = 37 $\frac{1}{2}$ /32 knots (MTB.57/66).

Bunkers & radius: Petrol 2,725 gallons/6 $\frac{1}{4}$ tons,nm @ ..k.

Armament: Two .5in AA (1×2) & four .303in AA (2×2) machine guns, two 21in (2×1) T.T.

Complement: 12.

White type: Nos. 41/48.

Thornycroft type: Nos. 49/56.

Displacement: 52 tons (full load).

Dimensions: (pp)/73 $\frac{3}{4}$ (oa) × 16 $\frac{1}{2}$ ×d/2 $\frac{1}{4}$ F/5 $\frac{1}{2}$ A feet.

Machinery: Two shafts, Thornycroft RY/12 petrol engines (two/shaft) BHP 2,800/2,350 = 30/25 $\frac{3}{4}$ knots.

Bunkers & radius: Petrol gallons,nm @ ..k.

Armament: Two .5in AA (1×2) & two .303in AA (2×1) machine guns, two 21in (2×1) T.T.

Complement: 12.

Thornycroft type: Nos. 67 & 68, 213/217, 327/331.

Displacement: 17 tons (full load).

Dimensions: (pp)/55 (oa) × 11 ×d/3 $\frac{1}{4}$ feet.

Machinery: Two shafts, Thornycroft RY/12 petrol engines BHP 1,200 = 40 knots.

Bunkers & Endurance: Petrol gallons,nm @ ..k.

Armament: Four .303in AA (2×2) machine guns, two 18in (2×1) torpedoes.

Complement: 5.

Vosper type: Nos. 69 & 70, 218/221.

Displacement: 32 (MTB.69 & 70)/35 (MTB.218/221) tons (full load).**Dimensions:** (pp)/70 (oa) $\times$ 14 $\frac{3}{4}$ $\times$ d/3 $\frac{1}{4}$ F/5A feet.**Machinery:** Two shafts, Isotta-Fraschini 12cyl ASM-183 petrol engines BHP 2,300 = 27 $\frac{1}{2}$ knots.**Bunkers & endurance:** Petrol gallons,nm @ ..k.**Armament:** Ten .303in AA (2 $\times$ 4 & 2 $\times$ 1) machine guns, two 21in (2 $\times$ 1) T.T.**Complement:** 10

Vosper type: Nos.71 & 72.

Displacement: 25 tons (full load).**Dimensions:** (pp)/60 (oa) $\times$ 15 $\times$ d/3 $\frac{1}{2}$ feet.**Machinery:** Two shafts, 12cyl Isotta-Fraschini ASM-183 petrol engines BHP 2,200 = 35 knots.**Bunkers & radius:** Petrol gallons,nm @ ..k.**Armament:** Two 5in AA (1 $\times$ 2) machine guns, two 18in (2 $\times$ 1) T.T.**Complement:** 10.

Vosper type: Nos. 73/98.

Displacement: 47 tons (full load).**Dimensions:** (pp)/71 (oa) $\times$ 19 $\frac{1}{2}$ $\times$ d/2 $\frac{3}{4}$ F5 $\frac{1}{2}$ A.**Machinery:** Three shafts, Packard 12cyl 4M-2500 (bore 6 $\frac{1}{2}$ in $\times$ 6 $\frac{1}{2}$ in stroke) petrol engines BHP 4,050/3,750 = 40/38 knots, two Ford V8 auxiliary petrol engines (wing shafts) BHP 150 = 6 $\frac{1}{2}$ knots.**Bunkers & endurance:** Petrol 2,683 gallons/8 $\frac{1}{2}$ tons, 400nm @ 20k.**Armament:** Two .5in AA (1 $\times$ 2) & 2/3 .303in AA (2/3 $\times$ 1) machine guns, two 21in (2 $\times$ 1) T.T.**Complement:** 13.

Experimental type: No. 100.

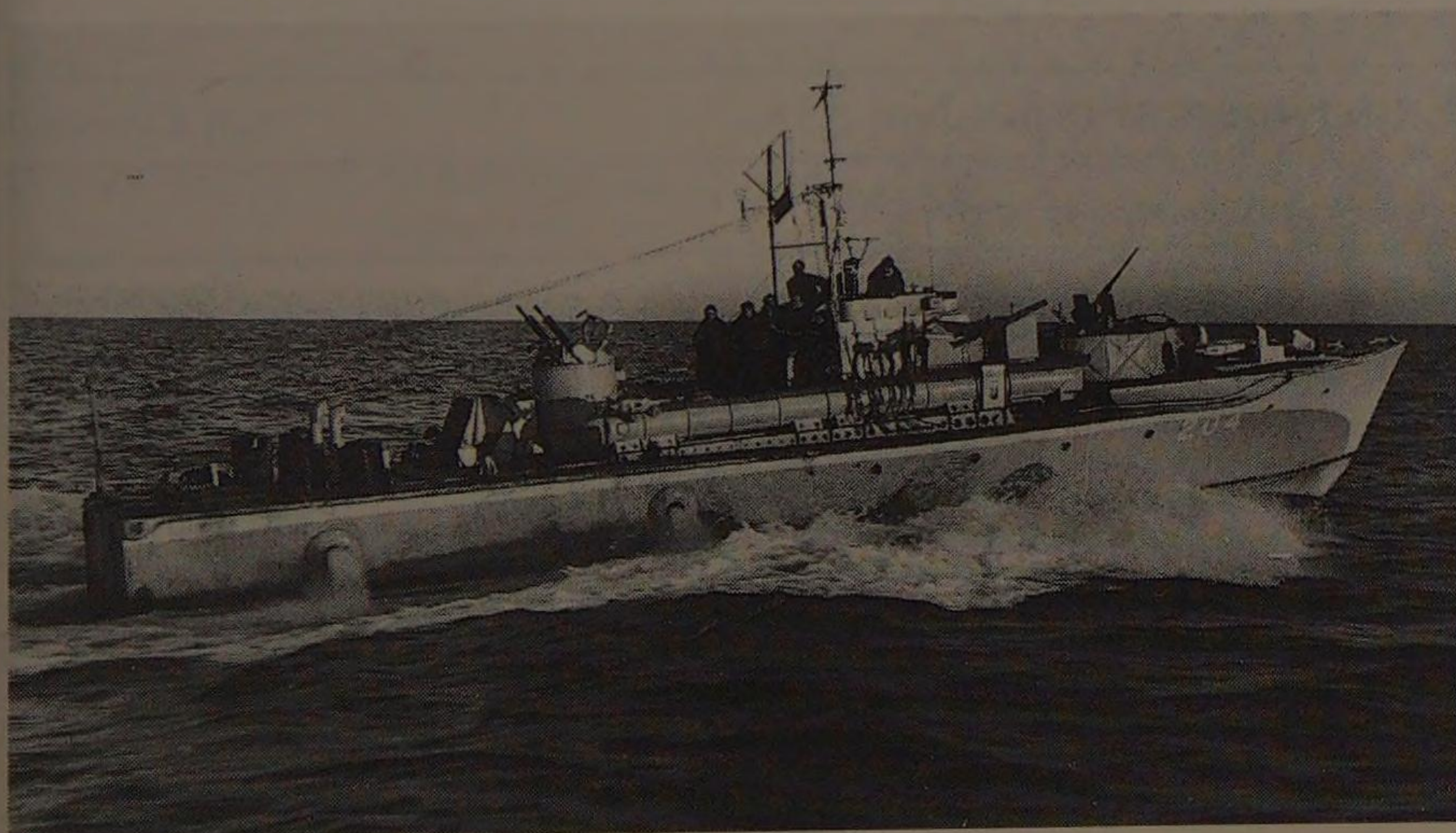
A fast prototype motor minesweeper, generally similar to MTB.1 except twin-screw propulsion, and converted into an MTB in 1939.

Experimental type: No. 101.

One of the earliest examples of adopting fixed hydrofoils for naval purposes, but the hull clearance was probably too little for open sea employment in rough weather.

Displacement: 22 tons.**Dimensions:** (pp)/67 $\frac{1}{4}$ (oa) $\times$ 14 $\frac{1}{2}$ $\times$ d/3 feet.

Below: As completed *MTB.204* had the standard armament, and was fitted with AW.286 and IFF.240/241 RDF; but in 1943 a 20mm AA gun was added on the fo'c'sle. (IWM)

**Machinery:** Three shafts, Isotta-Fraschini 12cyl ASM-181 diesel engines BHP 3,450/3,000 = 42/36 knots.**Bunkers & radius:** Petrol gallons,nm @ ..k.**Armament:** Two 20mm AA (2 $\times$ 1) guns, two 21in (2 $\times$ 1) T.T.**Complement:** 10.

Experimental type: No. 102.

Displacement: 32 tons.**Dimensions:** (pp)/68 (oa) $\times$ 14 $\frac{3}{4}$ $\times$ d/3 $\frac{1}{4}$ feet.**Machinery:** Three shafts, Isotta-Fraschini 12cyl ASM-181 petrol engines BHP 3,150/3,000 = 43 $\frac{3}{4}$ /35 $\frac{1}{2}$ knots, two Ford V8 auxiliary petrol engines (wing shafts) BHP 150 = 9 knots.**Bunkers & endurance:** Petrol 990 gallons, 240/340/1,100nm @ 35/17 $\frac{1}{2}$ /9k.**Armament:** Two .5in AA (1 $\times$ 2) machine guns, two 21in (2 $\times$ 1) T.T.**Complement:** 10.

Experimental type: No. 103.

Experimental type: No. 104.

Experimental type: Nos. 105 & 106.

Experimental type: No. 107.

Experimental type: No. 108 (i)

A private venture by Aero Marine Engines, the British licensee for the French Lorraine petrol aero engines, was built with with a wood hard chine hull form for competitive tests with contemporary British/French designs available in 1936/37. The prototype, plus eleven more, were ordered by the Spanish Republicans during the civil war, but none was ever delivered. They were to be armed in the U.K. with two 20mm AA (2 $\times$ 1) guns, two 21in torpedoes, and six depth charges. As the prototype was lying at Vosper's yard at the outbreak of war it was purchased by the Royal Navy, and was initially referred to as MTB.40K.

Displacement: 23 tons (full load).**Dimensions:** 64 (pp)/65 $\frac{3}{4}$ (oa) $\times$ 14 $\frac{3}{4}$ $\times$ 8d/2 $\frac{3}{4}$ feet.**Machinery:** Two shafts, Lorraine Orion petrol engines (two/shaft) BHP 2,400 = 40 knots, and USA auxiliary petrol engines BHP ... = 10 $\frac{1}{2}$ knots.**Bunkers & radius:** Petrol 1,057 gallons, 648nm @ 30k.**Armament:** One 37mm AA & one 12.7mm AA guns, two 450mm (2 $\times$ 1) T.T.**Complement:** 8.

Experimental type: No. 108 (ii).

Experimental type: No. 109.

White type: Nos. 201/212, 246/257.

Vosper type: Nos. 218/245, 275/306.

Displacement: 47 tons (full load).**Dimensions:** (pp)/71 (oa) $\times$ 19 $\frac{1}{4}$ $\times$ d/2 $\frac{3}{4}$ F5 $\frac{1}{2}$ A.**Machinery:** Three shafts, Packard 12cyl 4M-2500 (bore 6 $\frac{1}{2}$ in $\times$ 6 $\frac{1}{2}$ in stroke)

petrol engines BHP 4,050/3,600 = 39½/34 knots, two Ford V8 auxiliary petrol engines BHP 150 = 6½ knots.
Bunkers & endurance: Petrol 2,683 gallons, 400nm @ 20k.
Armament: One 20mm AA & two .5in AA (1×2) machine guns, two 21in (2×1) T.T.
Complement: 13.

Yacht: BLARNEY ROSE.

Vosper (Portsmouth) C .././45 57g: 72¼ × 19¼ × 7¼d/.....: two shafts

BPB type: No. 258.

Displacement: 30 tons (full load).
Dimensions: (pp)/70 (oa) × 20 ×d/4 feet.
Machinery: Three shafts, Rolls-Royce Merlin petrol engines BHP 3,300/3,000 = 44½/40 knots.
Bunkers & endurance: Petrol gallons,nm @ ..k.
Armament: Four .5in AA (2×2) machine guns, four 18in (4×1) torpedoes.
Complement: 12.

Elco type: Nos. 259/268.

Displacement: 32 tons (full load).
Dimensions: (pp)/70 × 20 ×d/4 feet.
Machinery: Three shafts, Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 4,050/3,600 = 45/40 knots.
Bunkers & endurance: Petrol gallons,nm @ ..k.
Armament: Four .5in AA (2×2) machine guns, four 18in (4×1) torpedoes.
Complement: 12

Higgins type: Nos. 269 & 270.

Navy Yard type: Nos. 271 & 272.

Fisher Boat type: Nos. 273 & 274.

Vosper type: Nos. 275/306, 363/378, 396/411.

Displacement: 37 tons (full load).
Dimensions: (pp)/71 (oa) × 19¼ ×d/2F6¼ feet.
Machinery: Three shafts, Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 4,050/3,600 = 39½/35 knots.
Bunkers & endurance: Petrol gallons,nm @ ..k.
Armament: One 20mm AA & two .5in AA (1×2) guns, two 21in (2×1) T.T.
Complement: 13.

Elco type: Nos. 307/326.

BPB type: Nos. 332/343.

Experimental type: No. 344.

Experimental type: Nos. 345 & 346.

Vosper type: Nos. 347/378.

Displacement: 44¾ tons.
Dimensions:
Machinery:
Bunkers & radius: Petrol 8½ tons,nm @ ...k.
Armament:
Complement:

Experimental type: No. 379.

Vosper type: Nos. 380/411.

Displacement: 44½ tons.
Dimensions:
Machinery:
Bunkers & radius: Petrol 8½ tons,nm @ ...k.
Armament:
Complement:

BPB type: Nos. 412/418.

Higgins type: Nos. 419/423.

White type: Nos. 424/429.

BPB type: Nos. 430/500, 502/509, 519/522.

Experimental type: No. 501.

Experimental type: No. 510.

Camper & Nicholson type: Nos. 511/518.

Vosper type: Nos.523/537.

Displacement: 48¾ tons.
Dimensions:
Machinery:
Bunkers & radius: Petrol 8½ tons;nm @ ...k.
Armament:
Complement:

Experimental type: No. 538.

Experimental type: No. 539.

Name	Builder	Completed	Fate
Ordered 27/9/35			
MTB.1 (i)	British Power Boat (Hythe)	17. 5.36	MTB.7 (ii) (1937), MTB.13 (ii) (1938), MTB.19 (1938), MAC.6 (1940).
MTB.2	-do-	13. 8.36	MAC.2 (1940), CT.07 (1942).

Ordered 19/10/35

MTB.3	British Power Boat (Hythe)	24. 8.36	MAC.3 (1940), CT.03 (1942).
MTB.4	-do-	22. 9.36	MAC.4 (1940), CT.04 (1942).
MTB.5	-do-	12.10.36	MAC.5 (1940); mined off The Gunfleet 26/12/40.
MTB.6	-do-	17.11.36	Foundered off Sardinia 16/11/39.
Ordered 7/12/36			
MTB.7 (i)	British Power Boat (Hythe)	5. 4.37	MTB.1 (ii) (1937), MAC.1 (1940).
MTB.8	-do-	3. 9.37	Bombed IJN aircraft Hong Kong 16/12/41.
MTB.9	-do-	8.10.37	Scuttled Mirs Bay 26/12/41.
Ordered 11/1/38			
MTB.10	British Power Boat (Hythe)	11. 7.38	Scuttled Mirs Bay 26/12/41.
MTB.11	-do-	26. 7.38	Scuttled Mirs Bay 26/12/41.
MTB.12	-do-	3. 8.38	Gunfire IJN landing craft Hong Kong 19/12/41.
MTB.13 (i)	-do-	31. 8.39	MTB.7 (iii) (1938); scuttled Mirs Bay 26/12/41.
MTB.14	-do-	25.10.38	CT.09 (1942).
MTB.15	-do-	17. 2.39	Mined Thames estuary 24/9/40.
MTB.16	-do-	3. 3.39	Mined Thames estuary 31/10/40.
MTB.17	-do-	13. 3.39	Mined off Oostende 21/10/40.
MTB.18	-do-	24. 3.39	CT.10 (1942).
MTB.19	.....	.....	See MTB.1 (i).

Machinery contracts: Engined by Napier (Acton).

Name	Builder	Completed	Fate
Ordered 15/8/38			
MTB.20	Vosper (Portchester)	12.39	RRN VIFORUL (1940).
MTB.21	-do-	12.39	RRN VISCOLUL (1940).
MTB.22	-do-	9. 6.39	Sold .././45.
MTB.23	-do-	12.39	RRN VIJELIA (1940).

Machinery contracts: Engined by Isotta-Fraschini (Milano).

Name	Builder	Completed	Fate
Ordered 15/8/38			
MTB.24	Thornycroft (Hampton)	19.12.39	For sale ../10/45.
MTB.25	-do-	22. 1.40	For sale ../10/45.

Machinery contracts: Engined by Thornycroft (Basingstoke).

Name	Builder	Completed	Fate
Ordered 15/8/38			
MTB.26	Thornycroft (Hampton)	10. 9.38	Gunfire IJN landing craft Hong Kong 19/12/41.
MTB.27	-do-	10. 9.38	Scuttled Mirs Bay 26/12/41.
Ordered 8/9/38			
MTB.28	Thornycroft (Hampton)	10. 7.40	Burnt-out Portsmouth area 7/3/41 & written-off as constructive total loss.
MTB.29	Camper & Nicholson (Gosport)	2. 6.40	Collision German MTB North Sea 6/10/42.
MTB.30	-do-	11. 7.40	Mined North Sea 18/12/42.

Machinery contracts: Engined by Isotta-Fraschini (Milano).

Name	Builder	Completed	Fate
Ordered 27/9/39			
MTB.31	Vosper (Portchester)	5. 7.40	CT.22 (1943).

MTB.32	-do-	24. 7.40	CT.24 (1943).
MTB.33	-do-	.....	Bombed German aircraft while building 26/9/40.
MTB.34	-do-	13. 8.40	CT.23 (1943).
MTB.35	-do-	2. 4.41	For disposal ../11/43.
MTB.36	-do-	10. 3.41	For disposal ../11/44.
MTB.37	-do-	.....	Bombed German aircraft while building 11/1/41.
MTB.38	-do-	26. 5.41	SCC (Bexley Heath – 1944).
MTB.39	-do-	.....	Bombed German aircraft while building 11/1/41.
MTB.40	-do-	.....	Bombed German aircraft while building 11/1/41.
MTB.41	White (Cowes)	7.11.40	Mined North Sea 14/2/41.
MTB.42	-do-	10.12.40	For sale ../11/44.
MTB.43	-do-	13. 1.41	Gunfire German surface craft off Gravelines 18/8/42.
MTB.44	-do-	1. 4.41	Gunfire German surface craft off Dover 7/8/42.
MTB.45	-do-	21. 5.41	For sale ../11/44.
MTB.46	-do-	23. 6.41	For sale ../11/44.
MTB.47	-do-	8. 7.41	Gunfire German surface craft off Cap Gris Nez 17/1/42.
MTB.48	-do-	21. 7.41	For sale ../11/44.

Machinery contracts: Nos. 31/34 & 41/43 engined by Isotta Fraschini (Milano), Nos. 35/40 & 44/48 engined by Hall Scott (Berkely).

Name	Builder	Completed	Fate
Ordered 27/9/39			
MTB.49	Thornycroft (Hampton)	10. 4.41	RASC MEGGIDO (1943).
MTB.50	-do-	12. 5.41	RNN (1941/42), RASC MENIN (1943).
MTB.51	-do-	2. 6.41	RNN (1941/42), RASC MESSINES (1943).
MTB.52	-do-	1.12.41	RASC MARNE (ii) (1943).
MTB.53	-do-	 5.41	RASC MONS (ii) (1943).
MTB.54	-do-	11. 6.41	RASC MONTAUBAN (1943).
MTB.55	-do-	5. 7.41	RASC MORVAL (1943).
MTB.56	-do-	28. 7.41	RNN (1941/42), RAS NABLUS (1943).

Machinery contracts: Thornycroft (Basingstoke).

Name	Builder	Completed	Fate
Ordered 26/2/40			
MTB.57	Vosper (Portchester)	23.10.41	For sale ../10/44.
MTB.58	-do-	8.12.41	For sale ../10/44.
MTB.59	-do-	18.12.41	For sale ../4/44.
MTB.60	-do-	22.12.41	For sale ../9/44.
MTB.61	-do-	9. 1.42	Wrecked off Kelibia 9/5/43.
MTB.62	-do-	18. 2.42	For sale ../7/44.
MTB.63	-do-	18. 2.42	Collision MTB.64 off Benghazi 2/4/43.
MTB.64	-do-	23. 2.42	Collision MTB.63 off Benghazi 2/4/43.
MTB.65	-do-	16. 3.42	For sale ../9/45.
MTB.66	-do-	2. 4.42	For sale ../11/44.

Machinery contracts: Packard (Detroit).

Name	Builder	Completed	Fate
Requisitioned 26/2/40			
MTB.67	Thornycroft (Hampton)	19. 4.40	Bombed German aircraft Suda Bay 23/5/41.
MTB.68	-do-	19. 4.40	Collision MTB.215 off Libyan coast 14/12/41.

Machinery contracts: Thornycroft (Basingstoke).

Name	Builder	Completed	Fate
Requisitioned ../4/40			
MTB.69 ex- <i>T.4</i>	Vosper (Ports- mouth)	2. 6.40	CT.18 (1943).
MTB.70 ex- <i>T.3</i>	-do-	4. 6.40	CT.19 (1943).

Machinery contracts: Isotta-Fraschini (Milano).

Name	Builder	Completed	Fate
Requisitioned ../5/40			
MTB.71 ex- <i>No. 7</i>	Vosper (Ports- mouth)	2. 7.40	RASC (1943), houseboat <i>Wild Chorus</i> (1946), museum ship (1993).
MTB.72 ex- <i>No. 8</i>	-do-	6. 7.40	RASC (1943); sold .././46.

Machinery contracts: Isotta-Fraschini (Milano).

Name	Builder	Completed	Fate
Ordered 20/5/40			
MTB.73	Vosper (Ports- mouth)	3.10.41	Bombed German aircraft off Maddalena 24/11/43.
MTB.74	-do-	12.12.41	Gunfire German shore batteries St Nazaire 28/3/42.
MTB.75 (i)	-do-	.....	Bombed German aircraft while building 11/1/41.
MTB.75 (ii)	-do-	3. 1.42	For sale ../10/44.
MTB.76	-do-	14. 3.42	For sale ../4/44.
MTB.77	-do-	28. 5.42	Bombed German aircraft off Vigo en route Valencia 8/9/43.
MTB.78	Vosper (Wiven- hoe)	18. 5.42	For sale ../7/45.
MTB.79	-do-	5. 8.42	For sale ../4/44.
MTB.80	Vosper (Port- chester)	18. 1.43	For sale ../12/45.
MTB.81	-do-	14. 1.43	For sale ../8/45.
MTB.82	-do-	26. 6.42	For sale ../5/45.
MTB.83	-do-	22. 5.42	For sale ../3/48.
MTB.84	-do-	13. 7.42	Scuttled Mediterranean ../3/46.
MTB.85	-do-	6. 8.42	Scuttled Mediterranean ../3/46.
MTB.86	Morgan Giles (Teignmouth)	18. 5.42	Scuttled Mediterranean ../3/46.
MTB.87	Harland & Wolff (Belfast)	12. 6.42	Mined North Sea 31/10/42.
MTB.88	-do-	22. 6.42	For sale ../12/44.
MTB.89	-do-	5. 8.42	Scuttled Mediterranean ../3/46.
MTB.90	-do-	4. 9.42	French Navy (1942/46); sold 15/3/48.
MTB.91	-do-	12.10.42	French Navy (1942/46); sold 21/9/48.
MTB.92	-do-	1. 1.43	French Navy (1942/46); sold 11/2/48
MTB.93	Berthon Boat (Lymington)	10. 9.42	Foundered following collision MTB.729 off Harwich 18/8/44.
MTB.94	-do-	24.12.42	French Navy (1942/46); sold 29/1/48.
MTB.95	Morgan Giles (Teignmouth)	17. 7.42	For sale ../10/44.
MTB.96	-do-	28.10.42	French Navy (1942/46); sold 27/1/48.
MTB.97	Vosper (Port- chester)	4. 9.42	For sale ../7/45.
MTB.98	-do-	24.10.42	French Navy (1942/46); houseboat <i>Grayling</i> (1948).

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 4/3/37			
MTB.100 ex- <i>MMS.51</i>	British Power Boat (Hythe)	28. 4.38	CT.11 (1943).

Machinery contract: Napier (Acton).

Name	Builder	Completed	Fate
Ordered 7/12/36			
MTB.101	White (Cowes)	.....	Suspended 16/11/40; lost hydrofoil failure Solent .././42?

Machinery contract: Engined by Isotta-Fraschini (Milano).

Name	Builder	Completed	Fate
Purchased 30/10/37			
MTB.102	Vosper (Ports- mouth)	26. 5.38	RASC VIMY (1943/45), sold J van der Ould 2/5/45 for mercantile conversion, Sea Scouts TS (1973).

Machinery contract: Isotta-Fraschini (Milano).

Name	Builder	Completed	Fate
Ordered 10/12/38			
MTB.103	Vosper (Ports- mouth)	 6.41	Completed CT.05 (1941).

Machinery contract: Packard (Detroit).

Name	Builder	Completed	Fate
Requisitioned 9/1/40			
MTB.104	Thornycroft (Hampton)	 7.40	Unserviceable ../11/41.
MTB.105	-do-	 8.40	Floated off after loss of special service vessel FIDELITY, gunfire RCN corvette WOODSTOCK English Channel 1/1/43.

Machinery contracts: Rolls-Royce (Derby).

Name	Builder	Completed	Fate
Ordered 6/4/39			
MTB.106 ex- <i>DCTB.2</i>	Thornycroft (Hampton)	 6.40	Mined Thames estuary 16/10/40.
MTB.107 ex- <i>DCTB.4</i>	-do-	 6.40	Unserviceable ../11/41.

Machinery contracts: Thornycroft (Basingstoke).

Name	Builder	Completed	Fate
Purchased 2/12/39			
MTB.108 (i)	Chantiers Navales de Meulan	8. 2.40	MAC.7 (1940).

Machinery contract: Lorraine (.....).

Name	Builder	Completed	Fate
Ordered 14/11/40			
MTB.108 (ii)	Vosper (Port- chester)	.....	Bombed German aircraft while building 10–11/1/41.

Machinery contract: Engined by Rolls-Royce (Derby).

Name	Builder	Completed	Fate
Ordered 14/11/40			
MTB.108 (iii)	Vosper (Ports- mouth)	.....	Bombed German aircraft while building 11/1/41.

Machinery contract:

Name	Builder	Completed	Fate
Ordered 28/2/42			
MTB.109	McGruer (Clynder)	.....	For sale incomplete ../12/45.
Machinery contract: Packard (Detroit).			
MTB.110–200	.....	.....	Numbers not used

Name	Builder	Completed	Fate
Ordered 20/5/40			
MTB.201	White (Cowes)	27.11.41	Gunfire German surface craft off Dover 15/6/42, foundered in tow.
MTB.202	-do-	12. 1.42	RNethN KEMPHAAN (1943/44); scrapped ../../47.
MTB.203	-do-	3. 3.42	RNethN AREND (1942); mined off Boulogne 18/5/44.
MTB.204	-do-	27. 3.42	RNethN VALK (1942/44); sold ../../47.
MTB.205	-do-	23. 6.42	For sale ../12/44.
MTB.206	-do-	23. 6.42	For sale ../7/45.
MTB.207	-do-	14. 7.42	For sale ../12/44.
MTB.208	-do-	13. 8.42	For sale ../12/44.
MTB.209	-do-	9. 9.42	For sale ../12/44.
MTB.210	-do-	21.10.42	For sale ../12/44.
MTB.211	-do-	7.12.42	For sale ../12/44.
MTB.212	-do-	21.12.42	For sale ../12/44.

Machinery contracr:s: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Requisitioned 7/6/40			
MTB.213	Thornycroft (Hampton)	24.10.40	Bombed German aircraft Suda Bay 23/5/41.
MTB.214	-do-	10.40	Bombed German aircraft Suda Bay 23/5/41.
MTB.215	-do-	6.12.40	Lost unknown cause Mediterranean & formally paid-off 29/3/42.
MTB.216	-do-	3. 1.41	Bombed German aircraft Suda Bay 23/5/41.
MTB.217	-do-	7. 1.41	Bombed German aircraft Suda Bay 23/5/41.

Machinery contracts: Thornycroft (Basingstoke).

Name	Builder	Completed	Fate
Requisitioned 7/12/40			
MTB.218 ex- <i>T.3</i>	Vosper (Portsmouth)	9. 6.41	Mined Dover Strait 18/8/42.
MTB.219 ex- <i>T.4</i>	-do-	3. 7.41	SCC (Staines – 1945), houseboat (1948).
MTB.220 ex- <i>T.5</i>	-do-	30. 7.41	Gunfire German MTB S..... off Ambleteuse 13/5/42.
MTB.221 ex- <i>T.6</i>	-do-	30. 9.41	For sale ../11/45.

Machinery contracts: Engined by Isotta-Fraschini (Milano).

Name	Builder	Completed	Fate
Ordered 22/2/41			
MTB.222	McLean (Renfrew)	15. 2.42	RNethN SPERWER (i) (1942); collision MTB.230 North Sea 10/11/43.
MTB.223	-do-	9. 4.42	For sale ../3/45.
MTB.224	-do-	12. 5.42	Houseboat <i>Freedom</i> (1946); scrapped 1991.
MTB.225	-do-	12. 6.42	For sale ../2/45.
MTB.226	-do-	28. 8.42	For sale ../7/45.

MTB.227	-do-	10.11.42	French Navy (1942/45); sold 16/1/48.
MTB.228	-do-	22. 5.43	For sale ../1/47.
MTB.229	McGruer (Clynder)	19. 2.42	RNethN GEIR (1943/46); for sale ../../46.
MTB.230	-do-	5. 5.42	Collision MTB.222 North Sea 9/11/43.
MTB.231	-do-	31. 7.42	RNethN STORMVOGEL (1943/44); scrapped ../../46.
MTB.232	Berthon Boat (Lymington)	2. 4.42	For sale ../12/44.
MTB.233	-do-	12. 1.42	For sale ../6/45.
MTB.234	-do-	12. 4.42	For sale ../1/45.
MTB.235	-do-	16. 6.42	RNethN SPERWER (ii) (1942/44); scrapped ../../46.
MTB.236	Camper & Nicholson (Gosport)	15. 4.42	RNethN HAVIK (1943/44); scrapped ../../46.
MTB.237	-do-	18. 6.42	Gunfire German surface vessels off Barfleur 7/8/42.
MTB.238	-do-	18. 9.42	For sale ../12/44.
MTB.239	-do-	5.12.42	French Navy (1942/45); houseboat <i>Sarie Marais</i> (1948).
MTB.240	Morgan Giles (Teignmouth)	11. 2.42	RNethN BUIZERD (1942/44); sold ../../46.
MTB.241	-do-	30. 3.42	Gunfire German surface vessels off Ijmuiden 31/3/44.
Ordered 2/12/40			
MTB.242	Vosper (Portchester)	23.10.42	Foundered in tow off Malta ../7/45.
MTB.243	-do-	18.11.42	Expended as target Mediterranean 22/8/44.
MTB.244	-do-	12.12.42	For sale ../12/44.
MTB.245	-do-	29.12.42	Houseboat <i>Meridian</i> (1946).

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 26/4/41			
MTB.246	White (Cowes)	4. 2.43	For sale ../12/44.
MTB.247	-do-	17. 2.43	For sale ../12/44.
MTB.248	-do-	4. 3.43	Collision off Normandie coast 6/6/44.
MTB.249	-do-	10. 3.43	For sale ../12/44.
MTB.250	-do-	6. 4.43	For sale ../12/44.
MTB.251	-do-	30. 4.43	For sale ../12/44.
MTB.252	-do-	31. 5.43	For sale ../12/44.
MTB.253	-do-	30. 6.43	For sale ../12/44.
MTB.254	-do-	14. 7.43	For sale ../12/44.
MTB.255	-do-	30. 7.43	Fire & explosion Oostende 14/2/45.
MTB.256	-do-	21. 9.43	For sale ../12/44.
MTB.257	-do-	2.11.43	For sale ../9/45.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Acquired 11/3/41			
MTB.258 ex- <i>PT.9</i>	British Power Boat (Hythe)	 8.39	RCN MASB SO.9 (1941/45); returned USN 28/6/45.

Machinery contract: Engined by Rolls-Royce (Derby).

Name	Builder	Completed	Fate
Acquired 11/3/41			
MTB.259 ex- <i>PT.10</i>	ELCO (Bayonne)	4.11.40	Foundered in tow en route Malta/Alexandria 14/6/42.
MTB.260 ex- <i>PT.11</i>	-do-	8.11.40	Returned USN 16/3/46.

MTB.261 ex-PT.12	-do-	12.11.40	Foundered Alexandria 26/8/45 & destroyed.
MTB.262 ex-PT.13	-do-	15.11.40	Bombed German aircraft off Cape Serrat 24/2/43.
MTB.263 ex-PT.14	-do-	22.11.40	Returned USN 16/3/46.
MTB.264 ex-PT.15	-do-	5.12.40	Mined off Sousse 10/5/43.
MTB.265 ex-PT.16	-do-	20.12.40	Returned USN 16/3/46.
MTB.266 ex-PT.17	-do-	12.12.40	Gunfire damage Mediterranean 17/4/44 & written-off as constructive total loss.
MTB.267 ex-PT.18	-do-	17.12.40	Foundered stress of weather en route Benghazi/Malta 2/4/43 & gunfire RN surface craft.
MTB.268 ex-PT.19	-do-	23.12.40	Returned USN 16/3/46.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Acquired 11/3/41			
MTB.269 ex-PT.5	Higgins (New Orleans)	1. 3.41	Returned USN 28/3/45.
MTB.270 ex-PT.6 (ii)	-do-	3. 3.41	Returned USN 20/3/45.

Machinery contracts:

Name	Builder	Completed	Fate
Acquired 11/3/41			
MTB.271 ex-PT.7	Philadelphia Navy Yard	25. 2.41	Returned USN 10/3/45.
MTB.272 ex-PT.8	-do-	25. 2.41	Retained USN YP.110

Machinery contracts:

Name	Builder	Completed	Fate
Acquired 11/3/41			
MTB.273 ex-PT.3	Fisher Boat (Detroit)	20. 6.40	Returned USN 21/4/45.
MTB.274 ex-PT.4	-do-	20. 6.40	Returned USN 14/6/45.

Machinery contracts:

Name	Builder	Completed	Fate
Ordered 11/3/41			
MTB.275 ex-BPT.21	Annapolis Yacht	2. 3.43	RIN (1943); returned USN 16/3/45.
MTB.276 ex-BPT.22	-do-	10.11.42	RIN (1942); returned USN 17/3/46.
MTB.277 ex-BPT.23	-do-	10.11.42	RIN (1942); returned USN 15/3/46.
MTB.278 ex-BPT.24	-do-	10.11.42	RIN (1942); returned USN 15/3/46.
MTB.279 ex-BPT.25	-do-	10.11.42	RIN (1942); returned USN 16/3/46.
MTB.280 ex-BPT.26	-do-	26.11.42	RIN (1942); returned USN 15/3/46.
MTB.281 ex-BPT.27	-do-	2. 12.42	RIN (1942); returned USN 17/3/46.
MTB.282 ex-BPT.28	-do-	15.12.42	RIN (1942); returned USN 15/3/46.
MTB.283 ex-BPT.49	-do-	3. 4.43	RIN (1943); returned USN 17/3/46.
MTB.284 ex-BPT.50	-do-	3. 4.43	Lost in transit mercantile <i>Larchbank</i> torpedoed IJN submarine I.27 south-west of India 10/9/43.

MTB.285 ex-BPT.51	-do-	3. 4.43	Lost in transit mercantile <i>Larchbank</i> torpedoed IJN submarine I.27 south-west of India 10/9/43.
MTB.286 ex-BPT.52	-do-	3. 4.43	RIN (1943); returned USN 17/3/46.
MTB.287 ex-BPT.29	Herreshoff (Bristol)	18. 3.43	Wrecked Levera Island 24/11/44 & blown-up.
MTB.288 ex-BPT.30	-do-	18. 3.43	Bombed German aircraft off Augusta 22/7/43.
MTB.289 ex-BPT.31	-do-	12. 4.43	Returned USN 10/3/45.
MTB.290 ex-BPT.32	-do-	12. 4.43	Returned USN 31/5/45.
MTB.291 ex-BPT.33	-do-	10. 5.43	Returned USN 15/3/46.
MTB.292 ex-BPT.34	-do-	10. 5.43	Returned USN 15/3/46.
MTB.293 ex-BPT.35	-do-	18. 6.43	Returned USN 16/3/46.
MTB.294 ex-BPT.36	-do-	8. 7.43	Returned USN 15/3/46.
MTB.295 ex-BPT.37	Robert Jacobs (City Island)	17. 2.43	Returned USN 25/9/45, Italian Navy GIS.0018 (1947); cannibalised & scrapped.
MTB.296 ex-BPT.38	-do-	3. 3.43	Returned USN 31/5/45.
MTB.297 ex-BPT.39	-do-	6. 2.43	Returned USN 10/9/45.
MTB.298 ex-BPT.40	-do-	30. 3.43	Returned USN 25/9/45.
MTB.299 ex-BPT.41	-do-	17. 3.43	RIN (1943); returned USN 15/3/46.
MTB.300 ex-BPT.42	-do-	28. 4.43	RIN (1943); returned USN 15/3/46.
MTB.301 ex-BPT.43	Harbour Boat Building (Terminal Island)	10. 2.43	RIN (1943); returned USN 17/3/46.
MTB.302 ex-BPT.44	-do-	10. 2.43	RIN (1943); returned USN 17/3/46.
MTB.303 ex-BPT.45	-do-	27. 2.43	RIN (1943); returned USN 16/3/46.
MTB.304 ex-BPT.46	-do-	27. 2.43	RIN (1943); returned USN 16/3/46.
MTB.305 ex-BPT.47	-do-	9. 3.43	RIN (1943); returned USN 16/3/46.
MTB.306 ex-BPT.48	-do-	31. 3.43	RIN (1943); returned USN 17/3/46.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 10/4/41			
MTB.307 ex-PT.49, ex-BPT.1, ex-PT.49	ELCO (Bayonne)	20. 1.42	Returned USN 3/10/45.
MTB.308 ex-PT.50, ex-BPT.2, ex-PT.50	-do-	22. 1.42	Bombed Italian aircraft Tobruk 14/9/42.
MTB.309 ex-PT.51, ex-BPT.3, ex-PT.51	-do-	9. 2.42	Returned USN 10/9/45; lost cause & place unknown 26/10/45.
MTB.310 ex-PT.52, ex-BPT.4, ex-PT.52	-do-	10. 2.42	Bombed Italian aircraft Tobruk 14/9/42.
MTB.311 ex-PT.53, ex-BPT.5, ex-PT.53	-do-	23. 2.42	Mined off Bône 2/5/43.
MTB.312 ex-PT.54, ex-BPT.6, ex-PT.54	-do-	23. 2.42	Bombed Italian aircraft Tobruk 14/9/42.
MTB.313 ex-PT.55, ex-BPT.7, ex-PT.55	-do-	28. 2.42	Returned USN .././45, sold Alexandria ../2/47.

MTB.314 ex-PT.56, ex-BPT.8, ex-PT.56	-do-	28. 2.42	Bombed German aircraft Tobruk 14/9/42 & beached, salved & German Navy RA.10; bombed RAF aircraft off La Goulette 30/4/43.
MTB.315 ex-PT.57, ex-BPT.9, ex-PTC.25	-do-	7. 3.42	Returned USN 3/10/45.
MTB.316 ex-PT.58, ex- BPT.10, ex-PTC.26	-do-	10. 3.42	Gunfire Italian cruiser SCIPIONE AFRICANO off Reggio 17/7/43.
MTB.317 ex-PT.59, ex- BPT.11, ex-PTC.27	-do-	5. 3.42	Retained USN PT.59.
MTB.318 ex-PT.60, ex- BPT.12, ex-PTC.28	-do-	25. 2.42	Retained USN.PT.60.
MTB.319 ex-PT.61, ex- BPT.13, ex-PTC.29	-do-	19. 2.42	Retained USN PT.61.
MTB.320 ex-PT.62, ex- BPT.14, ex-PTC.30	-do-	10. 2.42	Retained USN PT.62.
MTB.321 ex-PT.63, ex- BPT.15, ex-PTC.31	-do-	7. 2.42	Retained USN PT.63.
MTB.322 ex-PT.64, ex- BPT.16, ex-PTC.32	-do-	28. 1.42	Retained USN PT.64.
MTB.323 ex-PT.65, ex- BPT.17, ex-PTC.33	-do-	24. 1.42	Retained USN PT.65.
MTB.324 ex-PT.66, ex- BPT.18, ex-PTC.34	-do-	22. 1.42	Retained USN PT.66.
MTB.325 ex-PT.67, ex- BPT.19, ex-PTC.35	-do-	17. 1.42	Retained USN PT.67
MTB.326 ex-PT.68, ex- BPT.20, ex-PTC.36	-do-	13. 1.42	Retained USN PT.68.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 12/6/40			
MTB.327	Thornycroft (Hampton)	3.11.41	For sale ../5/45.
MTB.328	-do-	22.11.41	For sale ../5/45.
MTB.329	-do-	3.11.41	For sale ../5/45.
MTB.330	-do-	3.11.41	For sale ../5/45.
MTB.331	-do-	3.11.41	For sale ../5/45.

Machinery contracts: Engined by Thornycroft (Basingstoke).

Name	Builder	Completed	Fate
Ordered 18/7/40			
MTB.332 ex-CMTB.01	Canadian Power Boat (Montreal)	22. 2.41	RAF ASR (1943).
MTB.333 ex-CMTB.02	-do-	 3.42	RAF ASR (1943).
MTB.334 ex-CMTB.03	-do-	 3.42	RAF ASR (1943).
MTB.335 ex-CMTB.04	-do-	 3.42	RAF ASR (1943).
MTB.336 ex-CMTB.05	-do-	 4.42	RAF ASR (1943).
MTB.337 ex-CMTB.06	-do-	 4.42	RAF ASR (1943).
MTB.338 ex-CMTB.07	-do-	 4.42	Explosion & burnt-out Trinidad 16/5/42.
MTB.339 ex-CMTB.08	-do-	 4.42	RAF ASR (1943).

MTB.340 ex-CMTB.09	-do-	 5.42	RAF ASR (1943).
MTB.341 ex-CMTB.10	-do-	 5.42	RAF ASR (1943).
MTB.342 ex-CMTB.11	-do-	 5.42	RAF ASR (1943).
MTB.343 ex-CMTB.12	-do-	 5.42	RAF ASR (1943) .

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Purchased .././41			
MTB.344	Thornycroft (Hampton)	 7.42	For sale ../7/44.

Machinery contract: Engined by Thornycroft (Basingstoke).

Name	Builder	Completed	Fate
Purchased .././41			
MTB.345	Thornycroft (Hampton)	22.11.41	RNN (1941); wrecked Aspoy 27/7/43 & captured German Navy following day.
MTB.346	-do-	14. 2.42	For sale ../11/43.

Machinery contracts: Engined by Thornycroft (Basingstoke).

Name	Builder	Completed	Fate
Ordered 17/4/42			
MTB.347	Vosper (Port- chester)	18. 3.43	Gunfire German surface craft off Ijmuiden 1/10/44.
MTB.348	-do-	1. 5.43	For sale ../10/45.
MTB.349	-do-	3. 6.43	For sale ../10/45.
MTB.350	Harland & Wolff (Belfast)	8. 5.43	For sale ../10/45.
MTB.351	Vosper (Wiven- hoe)	21. 4.43	For sale ../10/45.
MTB.352	-do-	31. 5.43	Collision North Sea 26/3/44.
MTB.353	-do-	23. 6.43	CT.38 (1945).
MTB.354	-do-	7. 9.43	CT.39 (1945).
MTB.355	Harland & Wolff (Belfast)	10. 6.43	For sale ../10/45.
MTB.356	-do-	21. 6.43	Gunfire German surface craft off Dutch coast 16/10/43.
MTB.357	-do-	9. 8.43	Gunfire German surface craft North Sea 23/12/43 & foundered following day.
MTB.358	-do-	17. 8.43	CT.34 (1945).
MTB.359	-do-	16. 9.43	CT.35 (1945).
MTB.360	Morgan Giles (Teignmouth)	19. 6.43	Gunfire German surface craft off Ijmuiden 1/10/44.
MTB.361	-do-	8. 9.43	CT.36 (1944).
MTB.362	-do-	19. 1.44	CT.37 (1945).

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 22/7/42			
MTB.363 ex-BPT.53	Annapolis Yacht	30. 9.43	Soviet Navy TKA.221 (1944); returned USN .././54.
MTB.364 ex-BPT.54	-do-	18.11.43	Soviet Navy TKA.222 (1944); lost cause unknown Barents Sea ../10/44.
MTB.365 ex-BPT.55	-do-	15.12.43	Soviet Navy TKA.223 (1944); returned USN .././54.
MTB.366 ex-BPT.56	-do-	29.11.43	Soviet Navy TKA.226 (1944); returned USN .././55.
MTB.367 ex-BPT.57	-do-	19.11.43	Soviet Navy TKA.227 (1944); returned USN .././54.
MTB.368 ex-BPT.58	-do-	22.11.43	Soviet Navy TKA.228 (1944); returned USN .././55.

MTB.369 ex-BPT.59	-do-	22.11.43	Soviet Navy TKA.229 (1944); returned USN .././54.
MTB.370 ex-BPT.60	-do-	29.11.43	Soviet Navy TKA.230 (1944); returned USN .././55.
MTB.371 ex-BPT.61	-do-	20.10.43	Wrecked Levrera Island 24/11/44 & blown-up.
MTB.372 ex-BPT.62	-do-	30. 9.43	Gunfire German surface craft off Cape Loviste 24/7/44.
MTB.373 ex-BPT.63	-do-	9.10.43	Returned USN 16/10/45, Italian Navy GIS.0014 (1947); cannibalised & scrapped .././...
MTB.374 ex-BPT.64	-do-	20.10.43	Returned USN 23/10/45, Italian Navy GIS.0015 (1947); cannibalised & scrapped.
MTB.375 ex-BPT.65	-do-	19.11.43	Returned USN 15/10/45, Italian Navy GIS.009 (1947); cannibalised & scrapped .././...
MTB.376 ex-BPT.66	-do-	2.12.43	Returned USN 18/10/45, Italian Navy GIS.0010 (1947); cannibalised & scrapped .././...
MTB.377 ex-BPT.67	-do-	2.12.43	Returned USN 18/10/45, Italian Navy GIS.0016 (1947); cannibalised & scrapped .././...
MTB.378 ex-BPT.68	-do-	15.12.43	Returned USN 18/10/45, Italian Navy GIS.0017 (1948), GIS.821 (19..), MS.841 (19..), MS.421 (19..); for sale .././58.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 9/11/42			
MTB.379	Vosper (Portchester)	22. 1.44	Sold 17/9/47.

Machinery contract: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 10/3/43			
MTB.380	Vosper (Portchester)	12. 5.44	For sale ../6/46.
MTB.381	-do-	5. 6.44	For sale ../1/48.
MTB.382	-do-	3. 7.44	Sold .././47.
MTB.383	-do-	21. 7.44	For sale ../6/46.
MTB.384	-do-	5. 9.44	For sale ../10/46.
MTB.384	-do-	5.10.44	For sale ../10/56.
MTB.386	-do-	7.11.44	MTB.1001 (1949); houseboat <i>Brincadeira</i> (1949).
MTB.387	-do-	21.11.44	Sold 25/10/45.
MTB.388	-do-	9. 1.45	For sale ../9/45.
MTB.389	-do-	1. 2.45	Sold 4/6/48.
MTB.390	Vosper (Wivenhoe)	4. 8.44	For sale ../10/45.
MTB.391	-do-	15. 7.44	For sale ../9/47.
MTB.392	-do-	11.11.44	MTB.1002 (1949); hulked (1956).
MTB.393	-do-	22.12.44	Sold 28/1/48.
MTB.394	-do-	2. 6.45	Sold .././48.
MTB.395	-do-	21. 4.45	Sold 4/8/48.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 15/3/43			
MTB.396 ex-PT.384	Robert Jacob (City Island)	6. 5.44	Returned USN 10/9/45.
MTB.397 ex-PT.385	-do-	13. 5.44	Returned USN 16/3/46.
MTB.398 ex-PT.386	-do-	25. 5.44	Returned USN 16/10/45.
MTB.399 ex-PT.387	-do-	1. 6.44	Returned USN 16/3/46.

MTB.400 ex-PT.388	-do-	13. 6.44	Returned USN 16/10/45.
MTB.401 ex-PT.389	-do-	8. 7.44	Returned USN 23/10/45.
MTB.402 ex-PT.390	-do-	29. 6.44	Returned USN 16/10/45.
MTB.403 ex-PT.391	-do-	11. 7.44	Returned USN 18/10/45.
MTB.404 ex-PT.392	-do-	22. 7.44	Returned USN 7/11/45.
MTB.405 ex-PT.393	-do-	11. 8.44	Returned USN 10/11/45.
MTB.406 ex-PT.394	-do-	2. 8.44	Returned USN 7/11/45.
MTB.407 ex-PT.395	-do-	30. 8.44	Returned USN 10/11/45.
MTB.408 ex-PT.396	-do-	9. 9.44	Returned USN 10/11/45.
MTB.409 ex-PT.397	-do-	11.10.44	Returned USN 7/11/45.
MTB.410 ex-PT.398	-do-	6.10.44	Returned USN 7/11/45.
MTB.411 ex-PT.399	-do-	30.10.44	Returned 10/11/45.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 26/11/40			
MTB.412	British Power Boat (Hythe)	14. 2.42	Collision off Normandie beaches 27/7/44.
MTB.413	-do-	8. 5.42	For sale ../10/45.
MTB.414	-do-	8. 6.42	For sale ../10/45.
MTB.415	-do-	27. 6.42	For sale ../10/45.
MTB.416	-do-	11. 7.42	For sale ../10/45.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 12/2/42			
MTB.417	British Power Boat (Hythe)	8. 9.42	Gunfire German surface craft off Calais 16/3/44.
MTB.418	-do-	18. 9.42	RNethN (1944/45); for sale ../10/45.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered ../4/43			
MTB.419 ex-PT.88	Higgins (New Orleans)	19.12.42	Returned USN 19/10/45.
MTB.420 ex-PT.90	-do-	18.12.42	Returned USN 23/10/45.
MTB.421 ex-PT.91	-do-	17.12.42	Returned USN 8/9/45.
MTB.422 ex-PT.92	-do-	29.12.42	Returned USN 16/10/45.
MTB.423 ex-PT.94	do-	29.12.42	Returned USN ../10/45.

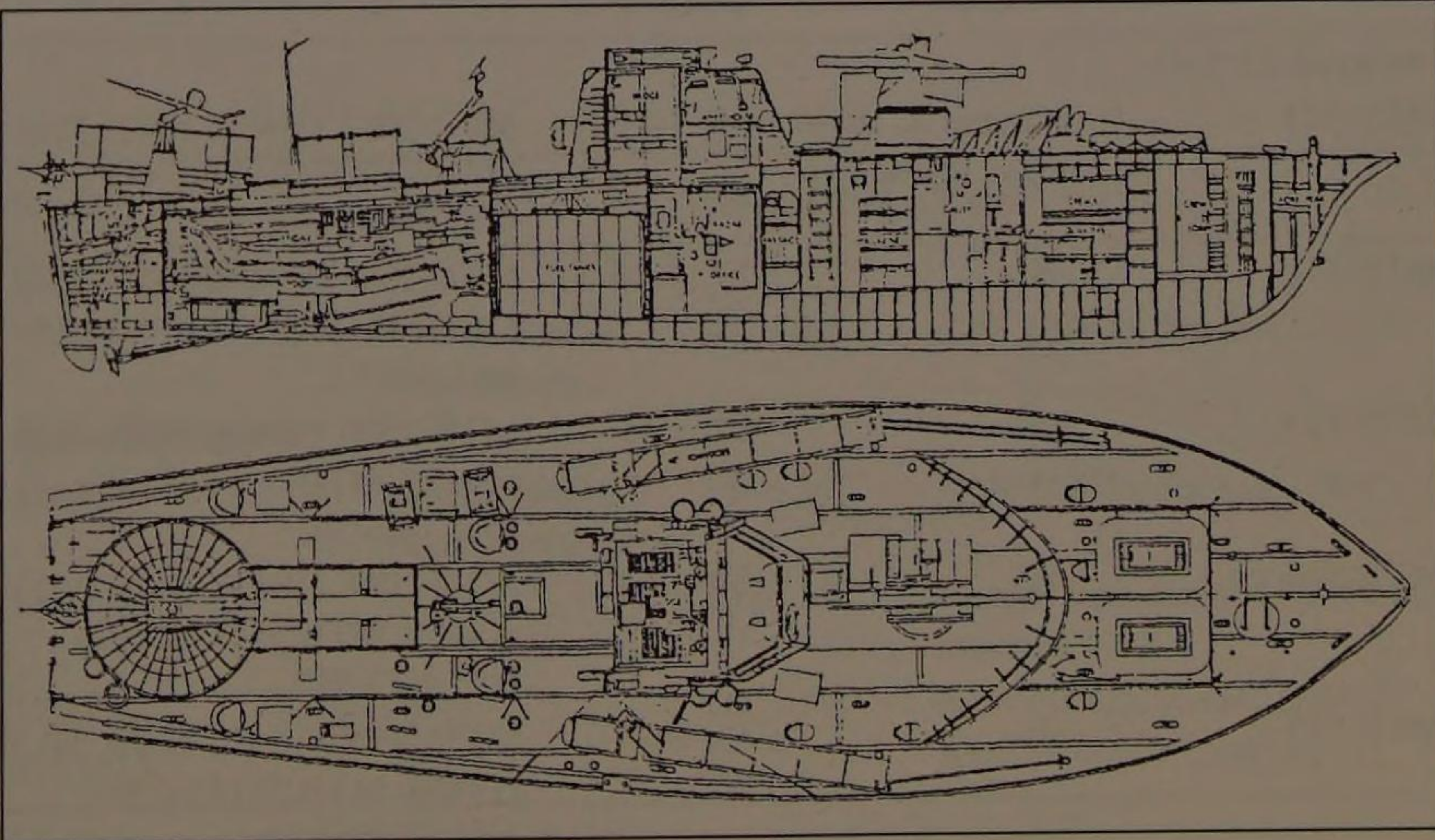
Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 29/6/43			
MTB.424	White (Cowes)	3. 5.44	Polish Navy S.5 (1944/45); for sale ../12/45.
MTB.425	-do-	7. 7.44	Polish Navy S.6 (1944/45); for sale ../12/45.
MTB.426	-do-	29. 8.44	Polish Navy S.7 (1944/45); for sale ../12/45.
MTB.427	-do-	19. 9.44	Polish Navy S.8 (1944/45); for sale ../12/45.

MTB.428	-do-	26.10.44	Polish Navy S.9 (1944/45); for sale ../12/45.
MTB.429	-do-	31.10.44	Polish Navy S.10 (1944/45); for sale ../12/45.
Machinery contracts: Sterling (USA).			
Name	Builder	Completed	Fate
Ordered ../..43			
MTB.430	British Power Boat (Hythe)	16.11.42	Rammed German MTB S..... off Cap d'Antifer 27/7/44.
MTB.431	-do-	30.11.42	For sale ../3/45.
MTB.432	-do-	7.12.42	Polish Navy S.4 (1943), RNethN (1944/45); for sale ../10/45.
MTB.433	-do-	29.12.42	RNethN (1945), RJ.2 (1948), JACHTHOND (1951); for sale ../..55.
MTB.434	-do-	25. 1.43	Gunfire German surface craft off Normandie coast 9/7/44.
MTB.435	-do-	19. 2.43	For sale ../10/45.
MTB.436	-do-	25. 2.43	RNethN (1944/45); for sale ../10/45.
MTB.437	-do-	17. 3.43	RNethN (1944/45); for sale ../10/45.
MTB.438	-do-	31. 3.43	Explosion & burnt-out Oostende 14/2/45.
Ordered 7/4/42			
MTB.439 ex-MGB.120	British Power Boat (Hythe)	16. 4.43	For sale ../10/45.
MTB.440 ex-MGB.121	-do-	3. 5.43	For sale ../10/45.
MTB.441 ex-MGB.122	-do-	31. 5.43	For sale ../1/45.
Ordered 15/5/42			
MTB.442 ex-MGB.123	-do-	5. 7.43	For sale ../10/45.
MTB.443 ex-MGB.124	-do-	15. 6.43	For sale ../4/45.
MTB.444 ex-MGB.125	-do-	21. 7.43	Explosion & burnt-out Oostende 14/2/45.
MTB.445 ex-MGB.126	-do-	29. 7.43	For sale ../10/45.
MTB.446 ex-MGB.127	-do-	11. 8.43	For sale ../1/46.
MTB.447 ex-MGB.128	-do-	27. 8.43	For sale ../12/45.
MTB.448 ex-MGB.129	-do-	23. 9.43	Bombed in error Allied aircraft off Normandie coast 11/6/44.
MTB.449 ex-MGB.130	-do-	4. 9.43	For sale ../5/48.
Ordered 28/8/42			
MTB.450 ex-MGB.131	British Power Boat (Hythe)	23.10.43	For sale ../10/45.
MTB.451 ex-MGB.132	-do-	5.11.43	For sale ../..46.
MTB.452 ex-MGB.133	-do-	11.11.43	For sale ../6/45.
MTB.453 ex-MGB.134	-do-	24.11.43	RNethN (1944/45); for sale ../1/46.
MTB.454 ex-MGB.135	-do-	2.12.43	Expended trials ../9/46.
MTB.455 ex-MGB.136	-do-	24.12.43	For sale ../10/45.
MTB.456 ex-MGB.137	-do-	8.12.43	For sale ../10/45.
MTB.457 ex-MGB.138	-do-	15. 1.44	RCB.1 (1948), CT.8201 (1949); sold 22/20/58.
Ordered 12/3/43			
MTB.458 ex-MGB.139	British Power Boat (Hythe)	16. 2.44	For sale ../2/46.
MTB.459 ex-MGB.140	-do-	2. 3.44	RCN (1944); explosion & burnt-out Oostende 14/2/45.

MTB.460 ex-MGB.141	-do-	22. 3.44	RCN (1944; mined off Normandie coast 1/7/44.
MTB.461 ex-MGB.142	-do-	15. 3.44	RCN (1944); explosion & burnt-out Oostende 14/2/45.
MTB.462 ex-MGB.143	-do-	25. 3.44	RCN (1944); explosion & burnt-out Oostende 14/2/45.
MTB.463 ex-MGB.144	-do-	25. 3.44	RCN (1944); mined off Normandie coast 7/7/44.
MTB.464 ex-MGB.145	-do-	26. 3.44	RCN (1944/45); for sale ../5/45.
MTB.465 ex-MGB.146	-do-	31. 3.44	RCN (1944); explosion & burnt-out Oostende 14/2/45.
MTB.466 ex-MGB.147	-do-	18. 3.44	RCN (1944); explosion & burnt-out Oostende 14/2/45.
MTB.467 ex-MGB.148	-do-	18. 4.44	RCN (1944/45); houseboat (1955).
MTB.468 ex-MGB.149	-do-	25. 4.44	RCN (1944/46); for sale ../1/47.
MTB.469 ex-MGB.150	-do-	27. 4.44	For sale ../7/46.
MTB.470 ex-MGB.151	-do-	29. 4.44	MTB.1570 (1949); scrapped & burnt ../2/52.
MTB.471 ex-MGB.152	-do-	9. 5.44	For sale ../5/48.
MTB.472 ex-MGB.153	-do-	30. 5.44	Expended trials ../9/46.
MTB.473 ex-MGB.154	-do-	23. 5.44	For sale ../9/45.
MTB.474 ex-MGB.155	-do-	23. 5.44	CT.47 (1946).
MTB.475 ex-MGB.156	-do-	28. 5.44	For sale ../..46.
MTB.476 ex-MGB.157	-do-	 5.44	For sale ../12/45.
MTB.477 ex-MGB.158	-do-	29. 5.44	For sale ../11/45.
MTB.478 ex-MGB.159	-do-	30. 5.44	For sale ../11/45.
MTB.479 ex-MGB.160	-do-	31. 5.44	For sale ../10/45.
MTB.480 ex-MGB.161	-do-	31. 5.44	MTB.1580 (1949), RCB.4 (1949), CT.8204 (19...); lost cause & place unknown 23/8/56.
MTB.481 ex-MGB.162	-do-	28. 6.44	CT.48 (1946).
MTB.482 ex-MGB.163	-do-	4. 7.44	For sale ../9/45.
MTB.483 ex-MGB.164	-do-	27. 7.44	For sale ../6/45.
MTB.484 ex-MGB.165	-do-	5. 4.45	For sale ../..47.
MTB.485 ex-MGB.166	-do-	31. 7.44	RCN (1944/45); sold ../..48.

Below: General arrangement of combined “MTB/MGB.458” class. (British Power Boat)



Ordered 10/4/43

MTB.486 ex-MGB.167	British Power Boat (Hythe)	5. 8.44	RCN (1944/45); for sale .././46.
MTB.487 ex-MGB.168	-do-	9. 8.44	For sale ../9/45.
MTB.488 ex-MGB.169	-do-	6. 9.44	MTB.1588 (1949), RCB.5 (1949), CT.8205 (19...); sold 3/10/58.
MTB.489 ex-MGB.170	-do-	12. 9.44	For sale ../10/48.

Ordered 25/9/43

MTB.490	British Power Boat (Hythe)	25. 9.44	CT.49 (1946); for sale ../1/48.
MTB.491	-do-	7.10.44	RCN (1944/45); for sale ../1/46.
MTB.492	-do-	18.10.44	For sale ../2/46.
MTB.493	-do-	28.10.44	For sale ../1/47.
MTB.494	-do-	9.11.44	Rammed German MTB S..... North Sea 7/4/45.
MTB.495	-do-	15.11.44	For sale ../9/45.
MTB.496	-do-	5.12.44	MTB.1596 (1949); sold 18/6/58.
MTB.497	-do-	13.12.44	For sale ../2/46.
MTB.498	-do-	21. 8.45	MTB.1598 (1949); sold 16/6/58.
MTB.499	-do-	1. 3.45	CT.46 (1945).
MTB.500	-do-	14. 3.45	For sale ../10/48.

Ordered 2/12/43

MTB.501	British Power Boat (Hythe)	14. 3.45	For sale ../9/45.
MTB.502	-do-	22. 3.45	For sale ../9/47.
MTB.503	-do-	12. 4.45	Sold 4/2/48.
MTB.504	-do-	3. 5.45	Sold 4/10/48.
MTB.505	-do-	11. 5.45	MTB.1505 (1949); sold 18/6/58.
MTB.506	-do-	31. 5.45	MTB.1506 (1949); sold 18/6/58.
MTB.507	-do-	30.11.45	MTB.1507 (1949); sold 18/6/58.
MTB.508	-do-	22.11.45	MTB.1508 (1949); sold 18/6/58.
MTB.509	-do-	29. 1.46	MTB.1509 (1949); sold 18/6/58.

Machinery contracts: Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 2/4/42			
MTB.510 ex-MGB.510	Vosper (Port- chester)	12.43	For sale ../9/47.

Machinery contract: Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 21/1/43			
MTB.511	Camper & Nich- olson (Gosport)	8. 7.44	MTB.2004 (1945), MTB.2011 (1945), MTB.5511 (1949); sold 20/10/54.
MTB.512	-do-	27.10.44	MTB.2005 (1945), MTB.2012 (1945), MTB.5512 (1949); sold 6/8/57.
MTB.513	-do-	22. 1.45	MTB.2006 (1945), MTB.2013 (1945), MTB.5513 (1949); sold 14/6/56.
MTB.514	-do-	9. 4.45	MTB.2008 (1945), MTB.2014 (1945), MTB.5514 (1949); sold 11/3/54.
MTB.515	-do-	15. 6.45	MTB.2009 (1945), MTB.2015 (1945), MTB.5515 (1949); sold 14/6/56.

MTB.516	-do-	 7.45	MTB.2010 (1945), MTB.2016 (1945), MTB5516 (1949); sold 17/3/56.
MTB.517	-do-	31. 1.46	MTB.2011 (1945), MTB.2017 (1945), MTB.5517 (1949); sold 2/2/54.
MTB.518	-do-	16. 7.46	MTB.2012 (1945), MTB.2018 (1945), MTB.5518 (1949); sold 17/3/56.

Machinery contracts: Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 2/12/43			
MTB.519	British Power Boat (Hythe)	14. 2.46	MTB.1519 (1949); for sale ../12/53.
MTB.520	-do-	7. 3.46	Sold 5/7/48.
MTB.521	-do-	1.11.46	MTB.1521 (1949), RCB.3 (1951), CT.8203 (19...); sold ../10/58.
MTB.522	-do-	26.10.46	MTB.1522 (1949); sold 18/6/58.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 2/12/43			
MTB.523	Vosper (Port- chester)	5. 7.45	RDN (1949), MTB.1023 (1949); explosion Aarhus 17/5/53.
MTB.524	-do-	1.12.46	RDN (1949), MTB.1024 (1949); for sale ../9/54.
MTB.525	-do-	31.10.45	MTB.1025 (1949); for sale ../9/54.
MTB.526	-do-	2. 1.46	MTB.1026 (1949); hulked (1956).
MTB.527	-do-	28. 2.46	MTB.1025 (1949), FC.26 (1952); sold 24/1/58.
MTB.528	-do-	16. 4.46	Sold 1/3/48.
MTB.529	-do-	23. 5.46	MTB.1029 (1949); for sale ../6/53.
MTB.530	-do-	9. 8.46	MTB.1030 (1949); lost collision MTB.1032 off Hook of Holland 28/3/52.
MTB.531	-do-	23. 9.47	Completed CT.44 (1945).
MTB.532	Vosper (Wiven- hoe)	13. 2.46	MTB.1032 (1949), FC.27 (1952); sold ../4/57.
MTB.533	-do-	5.12.45	MTB.1033 (1949), FC.42 (19..); sold 21/10/58.
MTB.534	Vosper (Port- chester)	.....	Cancelled 20/10/45.
MTB.535	-do-	.....	Cancelled .././45 & hull sold.
MTB.536	-do-	.....	Cancelled ../6/45.
MTB.537	-do-	48	Completed CT.45.

Machinery contracts: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 2/12/43			
MTB.538	Vosper (Port- chester)	27. 8.48	MTB.1601 (1949); sold 20/8/57.

Machinery contract: Engined by Packard (Detroit).

Name	Builder	Completed	Fate
Ordered 25/8/45			
MTB.539	Vosper (Port- chester)	21. 3.50	MTB.1602 (1949); explosion place unknown 31/1/52 & foundered in tow.

Machinery contract: Engined by Packard (Detroit).

MTB.540/600	Numbers not used.		
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Motor Anti-Submarine Boats

BPB type: Nos. 1/5.

Displacement: 19 tons except *No. 1* 18 tons.
Dimensions: (pp)/60¼ (oa) × 13¼ ×d/2¾ feet.
Machinery: Two shafts, Napier Sealion 12cyl (bore 5½in × 5in stroke) petrol engine BHP 1,000 = 25 knots.
Bunkers & radius: Petrol gallons,nm @ ...k.
Armament: Two .303in AA machine (2×1) guns.
Complement: 9.

BPB type: Nos. 6/21.

Displacement: 23 tons.
Dimensions: (pp)/70 (oa) × 20 ×d/4 feet.
Machinery: Two shafts, Napier Sealion 12cyl (bore 5½in × 5in stroke) petrol engines BHP1,000 = 23 knots.
Bunkers & radius: Petrol gallons,nm @ ...k
Armament: Eight .303in AA machine (2×4) guns.
Complement: 9.

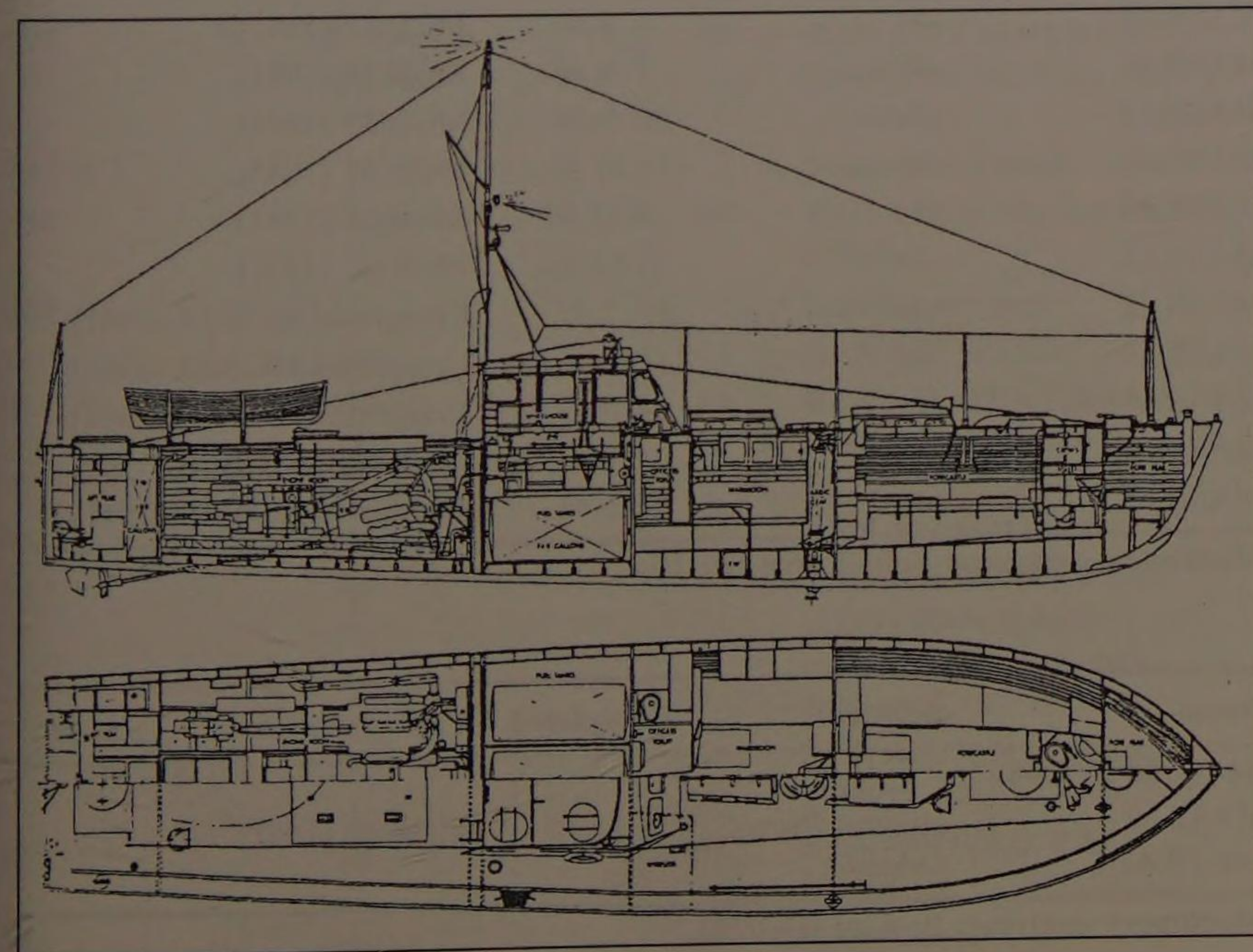
BPB type: Nos. 22/39.

Displacement: 20 tons.
Dimensions: (pp)/63 (oa) × 15 ×d/4¼ feet.
Machinery: Two shafts, Napier Sealion 12cyl (bore 5½in × 5in stroke) petrol engines BHP1,000 = 23 knots.
Bunkers & radius: Petrol gallons,nm @ ...k
Armament: Two .303in AA machine (2×1) guns.
Complement: 9.

BPB type: Nos. 40/45.

These were standard 63ft MTBs building for the Royal Norwegian Navy as *Nos. 1/4*, and the Royal Swedish Navy as *T.1/2*; which were requisitioned for conversion to MASBs. They were finally completed as MGBs, and see that section for details.

Below: Inboard profile of “MA/SB.1” class. (British Power Boat)



BPB type: No. 46.

Standard 70ft MTB building for the Royal Netherlands Navy as *TM.51*, which was requisitioned for conversion to an MASB, but was finally completed as an MGB; and see that section for details. Ten more of this type were built under licence by Werf Gusto (Schiedam) as *TM.52/61*; and another nine (*TM.62/70*) were ordered, but were never built.

White type: Nos. 47/48.

Standard 75ft MTBs building for the Polish Navy, which were requisitioned for conversion to MASBs, but were finally completed as MGBs; and see that section for details.

Mercantile conversion: No. 49.

Purchased for conversion to an MASB, but completed as an MGB; and see that section for details.

BPB type: Nos. 50/67.

Standard 70ft boats for the French Navy (*VTB.23/40*) which were first ordered as MASBs, and then modified to become MTBs. The first five had been completed as MTBs at the time of the French surrender, and they—together with the remainder under construction—were requisitioned for conversion to MASBs, but were finally completed as MGBs; and see that section for details. Unlike the British MASBs of this type (*Nos. 6/21*) they were powered by three Rolls-Royce engines for their MTB role; and were armed with four French pattern 15.7in/400mm torpedo tubes, and a twin 13.2mm AA machine gun mounting.

Higgins type: No. 68.

The former United States Navy experimental MTB *PT.6* (i) made available under Lend/Lease for conversion to an MASB, but finally completed as an MGB; and see under that section for details.

Higgins type: Nos. 69/73.

Former Finnish Navy patrol boats *RB.1/5* made available under Lend/Lease for conversion to MASBs, but finally completed as MGBs; and see under that section for details.

BPB type: Nos. 74/97.

All cancelled; but Nos. 74/93 were later allocated to MGBs, while Nos. 94/97 were not used again.

Name	Builder	Completed	Fate
Ordered 4/3/37			
MASB.1	British Power Boat (Hythe)	13. 4.38	ASR (1941); for sale ../10/42.
Ordered 15/8/38			
MASB.2	British Power Boat (Hythe)	15. 5.39	ASR (1941); for sale ../8/42.
MASB.3	-do-	13. 6.39	Mined Suez Canal 28/2/41 & beached
MASB.4	-do-	30. 7.39	ASR (1942), RASC (1943).
MASB.5	-do-	21. 7.39	ASR (1941), CT.08 (1942).

Machinery contracts: Napier (Acton).

Name	Builder	Completed	Fate
Ordered 15/8/38			
MASB.6	British Power Boat (Hythe)	21.12.39	MGB.6(1941), target towing (1942); for sale ../10/45.
Ordered 4/9/39			
MASB.7	British Power Boat (Hythe)	3. 4.40	MGB.7(1940).
MASB.8	-do-	22. 5.40	MGB.8 (1940).
MASB.9	-do-	29. 5.40	MGB.9 (1940).
MASB.10	-do-	 6.40	MGB.10 (1940).
MASB.11	-do-	 6.40	MGB.11 (1940).
MASB.12	-do-	10. 8.40	MGB.12 (1940).
MASB.13	-do-	24. 8.40	MGB.13 (1940).
MASB.14	-do-	7. 9.40	MGB.14 (1940).
MASB.15	-do-	25.10.40	MGB.15 (1940).
MASB.16	-do-	14.12.40	MGB.16 (1940).
MASB.17	-do-	19.12.40	MGB.17 (1940).
MASB.18	-do-	22. 5.41	MGB.18 (1941).
MASB.19	-do-	28. 7.41	MGB.19 (1941).
MASB.20	-do-	11. 8.41	MGB.20 (1941).
MASB.21	-do-	21.10.41	MGB.21 (1941).

Machinery contracts: Napier (Acton).

Name	Builder	Completed	Fate
Ordered 4/9/39			
MASB.22	British Power Boat (Hythe)	10. 6.41	ASR.22 (1941); for sale ../7/45.
MASB.23	-do-	30. 5.41	ASR.23 (1941); for sale ../7/45.
MASB.24	-do-	2. 6.41	ASR.24 (1941); for sale ../7/45.
MASB.25	-do-	13. 6.41	ASR.25 (1941), Canadian Government (1944); scuttled ca../../44.
MASB.26	-do-	17. 6.41	ASR.26 (1941); for sale ../5/45.
MASB.27	-do-	26. 6.41	ASR.27 (1941); for sale ../5/45.
MASB.28	-do-	9. 7.41	ASR.28 (1941); for sale ../5/45.
MASB.29	-do-	25. 7.41	ASR.29 (1941); Sea Scouts (Stepney – 1946).
MASB.30	-do-	18. 8.41	Fouled boom Humber 14/12/41 & foundered.
MASB.31	-do-	30. 6.41	ASR.31 (1941); for sale ../5/45.
MASB.32	-do-	24. 9.41	ASR.32 (1941); for sale ../5/45.
MASB.33	-do-	1.10.41	ASR.33 (1941); for sale ../5/45.
MASB.34	-do-	11.10.41	ASR.34 (1941); for sale ../5/45.
MASB.35	-do-	27.10.41	ASR.35 (1941); for sale ../6/45.
MASB.36	-do-	25.10.41	ASR.36 (1941); for sale ../5/45.
MASB.37	-do-	11.11.41	ASR.37 (1941); for sale ../5/45.
MASB.38	-do-	2.12.41	ASR.38 (1941); for sale ../5/45.
MASB.39	-do-	9. 1.42	ASR.39 (1942); for sale ../12/45.

Machinery contracts: Napier (Acton).

Name	Builder	Completed	Fate
Requisitioned ../5/40			
MASB.40 ex-No.1	British Power Boat (Hythe)	4. 6.40	MGB.40 (1940).

MASB.41 ex-No.2	-do-	4. 6.40	MGB.41 (1940).
MASB.42 ex-No.3	-do-	9. 7.40	MGB.42 (1940).
MASB.43 ex-No.4	-do-	13. 7.40	MGB.43 (1940).
Requisitioned ../7/40			
MASB.44 ex-T.1	-do-	17. 7.40	MGB.44 (1940).
MASB.45 ex-T.2	-do-	28. 7.40	MGB.45 (1941).

Machinery contracts: Rolls-Royce (Derby).

Name	Builder	Completed	Fate
Requisitioned ../7/40			
MASB.46 ex-TM.51	British Power Boat (Hythe)	13. 7.40	MGB.46 (1940).

Machinery contract: Rolls-Royce (Derby).

Name	Builder	Completed	Fate
Requisitioned ../7/40			
MASB.47 ex-Polish	White (Cowes)	13. 8.40	MGB.47 (1940).
MASB.48 ex-Polish	-do-	1.10.40	MGB 48 (1940).

Machinery contracts: Isotta-Fraschini (Milano).

Name	Builder	Completed	Fate
Purchased ../../40			
MASB.49 ex-Bulldog		20. 7.40	ASR (1941), RASC (1943).

Machinery contract:

Name	Builder	Completed	Fate
Seized 3/7/40			
MASB.50	British Power Boat (Hythe)	13. 7.40	MGB.50 (1941).
MASB.51	-do-	13. 7.40	MGB.51 (1941).
MASB.52	-do-	25. 7.40	MGB.52 (1941).
MASB.53	-do-	16.11.40	MGB.53 (1941).
MASB.54	-do-	1. 8.40	MGB.54 (1941).
MASB.55	-do-	3. 8.40	MGB.55 (1941).
MASB.56	-do-	5. 8.40	MGB.56 (1941).
MASB.57	-do-	3. 9.40	MGB.57 (1941).
MASB.58	-do-	7. 9.40	MGB.58 (1941).
MASB.59	-do-	26. 9.40	MGB.59 (1941).
MASB.60	-do-	11.11.40	MGB.60 (1941).
MASB.61	-do-	4.12.40	MGB.61 (1941).
MASB.62	-do-	31.12.40	MGB.62 (1941).
MASB.63	-do-	10. 2.41	Completed MGB.63 (1941).
MASB.64	-do-	11. 2.41	Completed MGB.64 (1941).
MASB.65	-do-	4. 3.41	Completed MGB.65 (1941).
MASB.66	-do-	1. 4.41	Completed MGB.66 (1941).
MASB.67	-do-	12. 5.41	Completed MGB.67 (1941).

Machinery contracts: Rolls-Royce (Derby).

Name	Builder	Completed	Fate
Acquired 21/6/40			
MASB.68 ex-PT.6 (i)	Higgins (New Orleans)	11.40	MGB.68 (1941).

Machinery contract: Packard (Detroit).

Name	Builder	Completed	Fate
Acquired ../../41			
MASB.69 ex- <i>RB.1</i>	Higgins (New Orleans)	1.10.40	MGB.69 (1941).
MASB.70 ex- <i>RB.2</i>	-do-	15. 3.41	Completed MGB.70 (1941).
MASB.71 ex- <i>RB.3</i>	-do-	8. 9.41	Completed MGB.71 (1941).
MASB.72 ex- <i>RB.4</i>	-do-	6.12.40	MGB.72 (1941).

MASB.73 ex- <i>RB.5</i>	-do-	12.40	MGB.73 (1941).
Machinery contracts: Hall Scott (Berkeley).			
Name	Builder	Completed	Fate
Ordered 26/11/40			
MASB.74/97	British Power Boat (Hythe)	.....	All cancelled ../../41.
Machinery contracts:			

Air/Sea Rescue Boats

“**Air” class:** AIR BIRD, AIR CHIEF, AIR CLAN, AIR CLOUD, AIR FAITH, AIR FOAM, AIR GUIDE, AIR HOPE, AIR HOST, AIR MASTER, AIR MERCY, AIR MIST, AIR REST, AIR SAILOR, AIR SAVE, AIR SENSE, AIR SPEED, AIR SPRAY, AIR TRAIL, AIR VIEW, AIR WATCH, AIR WAVE.

Although built in the U.S.A. this class appears to be of British Power Boat design; and the boats were operated and manned by the Royal Australian Navy.
Displacement: 18/29 tons.
Dimensions: (pp)/63 (oa) × 15¼ ×d/3½ feet.
Machinery: Two shafts, Hall Scott 6cyl 3368/3369 (bore 5¾in × 7in stroke) petrol engines BHP 650 = 33½ knots.
Bunkers & radius: Petrol gallons, 600/475nm @ 15/30k.
Armament: machine guns.
Complement: ...

RAN type: Ten unnamed.

Although authorised in 1943 the construction of the first four craft did not start until 1945; and of these two were cancelled and scrapped incomplete. No work was done on the remaining six units, which were all cancelled. They were 80ft long, and were armed with two .5in AA (2×1) machine guns.

Name	Builder	Completed	Fate
Ordered ../../..			
901			Number not used
902	Fellows & Stewart	44	RAN AIR FAITH, RAAF (1949), RAN (1965); sold ../../68.
903/907			Numbers not used.
908	-do-	44	RAN AIR HOPE, RAAF (1949).
909			Number not used.
910	-do-	44	RAN AIR SPEED.
911	-do-	44	RAN AIR SPRAY, RAAF (1949), RAN (1965); sold ../../69.
912	-do-	44	RAN AIR FOAM.
913	-do-	44	RAN AIR GUIDE, RAAF (1949), RAN (1965); expended as target place unknown 1971/72.
914	-do-	44	RAN AIR SENSE, RAAF (1949)
915	-do-	44	RAN AIR BIRD, RAAF (1949).
916	-do-	44	RAN AIR TRAIL.

917	-do-	44	RAN AIR MIST; wrecked place unknown ../12/45.
918	-do-	44	RAN AIR CHIEF.
919	-do-	44	RAN AIR MASTER.
920	-do-	20.9.44	RAN AIR SAVE, RAAF (1949), RAN AIR NYMPH (1962); sold ../6/68.
921	-do-	.....	RAN AIR REST, RAAF (1949).
922	-do-	.....	RAN AIR CLAN, RAAF (1949).
923	-do-	.....	RAN AIR VIEW, RAAF (1949).
924	-do-	.....	RAN AIR CLOUD, RAAF (1949).
925	-do-	.....	RAN AIR MERCY.
926	-do-	.....	RAN AIR SAILOR, RAAF (1949).
927	-do-	45	RAN AIR WATCH, RAAF (1949).
Ordered ../7/43			
969	Arcus (Western Australia)	.....	RAN; cancelled ../12/45 & scrapped incomplete.
970	-do-	.....	RAN; cancelled ../12/45 & scrapped incomplete.
971	Melbourne Harbour Trust	11.45	RAN.
972	-do-	 1.46	RAN.
973/978	.....	.....	RAN; cancelled ../../...
Machinery contracts: Unknown.			

Name	Builder	Completed	Fate
Ordered ../../44			
AIR BIRD	Harbor Boat Building (.....)	28. 3.45	RAN, RAAF (1949).
AIR CHIEF	Fellows & Stewart (.....)	12. 8.44	RAN; sold ../../66?
AIR CLAN	Harbor Boat Building	11.12.44	RAN; RAAF (1949).
AIR CLOUD	-do-	20.10.44	RAN, RAAF (1949/65); sold 3/7/68.
AIR FAITH	South Coast (.....)	8. 2.45	RAN, RAAF (1949/65); sold 3/7/68.
AIR HOPE	-do-	13. 2.45	RAN, RAAF (1949).
AIR HOST	Fellows & Stewart	20.10.44	RAN, AIR GUIDE (1945), RAAF (1949/65); for sale ../../72.
AIR MASTER	-do-	31. 8.44	RAN; expended as air target place unknown ../../68.
AIR MERCY	-do-	28. 2.45	RAN; for sale ../../60.
AIR MIST	-do-	20. 9.44	RAN; lost cause unknown off Morna Point 19/12/45.

AIR REST	Harbor Boat Building	20. 9.44	RAN, ALBATROSS (1948), RAAF (1950).	AIR SPRAY	-do-	13. 2.45	RAN; for sale .././69.
AIR SAILOR	Fellows & Stewart	8.11.44	RAN, RAAF (1949).	AIR TRAIL	-do-	8. 2.45	RAN; expended air target place unknown .././68.
AIR SAVE	-do-	20. 9.44	RAN, RAAF (1949).	AIR VIEW	-do-	20.11.44	RAN, RAAF (1949).
AIR SENSE	Harbor Boat Building	1. 3.45	RAN, SAAF (1949).	AIR WATCH	Harbor Boat Building	27.11.44	RAN, RAAF (1949).
AIR SPEED	Fellows & Stewart	28. 2.45	RAN; for sale .././64.	AIR WAVE	South Coast (.....)	20. 9.44	RAN, AIR FOAM (1945); for sale .././53.

Machinery contracts: Hall Scott (Berkeley).

Submarine Chasers

“SC-1” class: CH.98.

Only eight of the 100 wood submarine chasers transferred from the U.S.A. during 1917/18 were still in service at the outbreak of the Second World War, of which five were laid-up awaiting disposal. This unit was seized in the U.K. after the French surrender, and after 1941 was used as a target boat.

Displacement: 60 tons tons (75 tons full load).

Dimensions: 105 (pp)/110 (oa) × 15¼ × ...d/3½ (7½ full load) feet.

Machinery: Three shafts, Standard Motor 6cyl (bore 10in × 11in stroke) petrol engines BHP 660 = 15½ knots.

Bunkers & radius: Petrol 2,400 gallons/2¾ tons, 1,000nm @ 12k.

Armament: One 75mm gun.

Complement: 19.

“CH-1” class: CH.106.

As there were no suitable internal combustion engines available for this class during the First World War, the French Navy had to install steam reciprocating machinery; and consequently they were larger than the American submarine chasers shown above. At the outbreak of the Second World War five craft were still in service, including two serving as river gunboats in Indo-China. This unit was also seized in the U.K. after the French surrender, but was laid-up as not fit for active service.

Displacement: 128 tons (162 tons full load).

Dimensions: 135¾ (pp)/142 (oa) × 17¼ ×d/6½ (8¼ full load).

Machinery: Two Normand cylindrical boilers (...lb/in²), two shafts, reciprocating VC (cyl ...in:...in × ...in stroke) IHP 1,300 = 16½ knots.

Bunkers & radius: Coal 32 tons,nm @ ..k.

Armament: One 75mm gun.

Complement: 31.

“CH-5” class: CH.5/8, 10/15.

In 1936 the French Navy’s established strength of these boats was 48, which were built to three similar designs, and all powered by diesel engines; viz.:—*CH.1/4*, *CH.5/21* (*CH.22/40* were never ordered), and *CH. 41/48*. All had steel hulls except the last class, which had wood hulls. They were armed with a French Army 75mm gun on a naval mounting forward; and after being seized by the Royal Navy one 2pdr AA, two 20mm AA (2×1), and four .303in AA machine (2×2) guns were added. Soon afterwards all but two boats (which were Polish-manned) reverted to French crews.

Displacement: 107 tons (137 tons full load).

Dimensions: 116½ (pp)/121¾ (oa) × 18½ ×d/6½ feet.

Machinery: Two shafts, MAN 6cyl (boremm ×mm stroke) BHP 1,130 = 15½ knots.

Bunkers & radius: O.F. 5½ tons, 1,200/680nm @ 8/13½k.

Armament: One 75mm, two 8mm AA machine (2×1) guns.

Complement: 21/23 (war 28).

“CH-41” class: CH.41/43.

Displacement: 126 tons (160 tons full load).

Dimensions: 116½ (pp)/122¾ (oa) × 18¼ ×d/8 feet.

Machinery: Two shafts, MAN 6cyl (boremm ×mm stroke) BHP 1,130 = 15½ knots.

Bunkers & radius: O.F. 6½ tons, 1,100/7,000nm @ 10/13½k.

Armament: One 75mm, two 8mm AA machine (2×1) guns.

Complement: 29.

Name	Builder	Completed	Fate
Requisitioned .././..			
ADVERSUS	 (Orillia)	31	RCN; wrecked McNutt’s Island 20/12/41.
ALACHASSE	Ch Manaeau (Sorel)	31	RCN, mercantile (1945); scrapped .././57.

Machinery contracts: Unknown.

Name	Builder	Completed	Fate
Seized 3/7/40			
CH.98	New York Yacht	24.10.18	Target boat (1941/46).
CH.106	Normand (Le Havre)	20	Accommodation ship (1942); retroceded .././46); scrapped 27/2/46.

Machinery contracts: *CH.98* Standard Motor (Jersey City).

Name	Builder	Completed	Fate
Ordered .././37/Seized 3/7/40			
CH.5	Fgs & Ch de la Mediterranée (La Seyne)	39	CARENTAN (1941); foundered off Anvil Point 21/12/43.
CH.6	-do-	40	Gunfire German torpedo boats English Channel 12/10/40.
CH.7	-do-	40	Gunfire German torpedo boats English Channel 12/10/40.
CH.8	-do-	40	RENNES (1941); bombed German aircraft English Channel 13/7/42.
CH.10	At & Ch de France (Dunkerque)	 4.40	BAYONNE (1941), retroceded .././46, Syrian Navy AKABA BEN NASEH (1949).
CH.11	-do-	 4.40	Polish Navy P.14 (1940/41), BOULOGNE (1941), retroceded .././46; scrapped 23/11/48.
CH.12	-do-	 4.40	BÉNODET (1941), retroceded .././46; scrapped .././54.
CH.13	Chantiers Worms	39	CALAIS (1941), retroceded .././46, Syrian Navy TAREK BEN SAID (1949).
CH.14	-do-	40	DIELETTE (1941), retroceded .././46; scrapped ../5/52.



Above: The submarine chaser *Dielette* was the former French Navy *CH.14*, but was manned by the Royal Navy. She was armed with a French 75mm gun forward, a 2pdr AA gun aft, two single 20mm AA guns on the bridge, and two twin .5in AA machine guns aft of the funnel. (IWM)

Motor Gunboats

At the beginning of 1941 this category was officially introduced to embrace 27 requisitioned MTBs under construction in the UK for foreign navies (*Nos. 40/48 & 50/67*), and sixteen MA/SBs (*Nos. 6/21*): all selected for conversion to MGBs (see *Note 1*). Except for six 63ft craft (*Nos. 40/45*), all the others were over 70ft in length. The only suitable light guns in production were the 2pdr, the 20mm, and the .5in and .303in machine guns; but all were in short supply. The preferred gun was the manually worked 20mm, but its usefulness was was marred by a mounting that weighed ½ ton: which, while of small consequence for most surface warships, was an unacceptable weight penalty for all coastal forces craft.

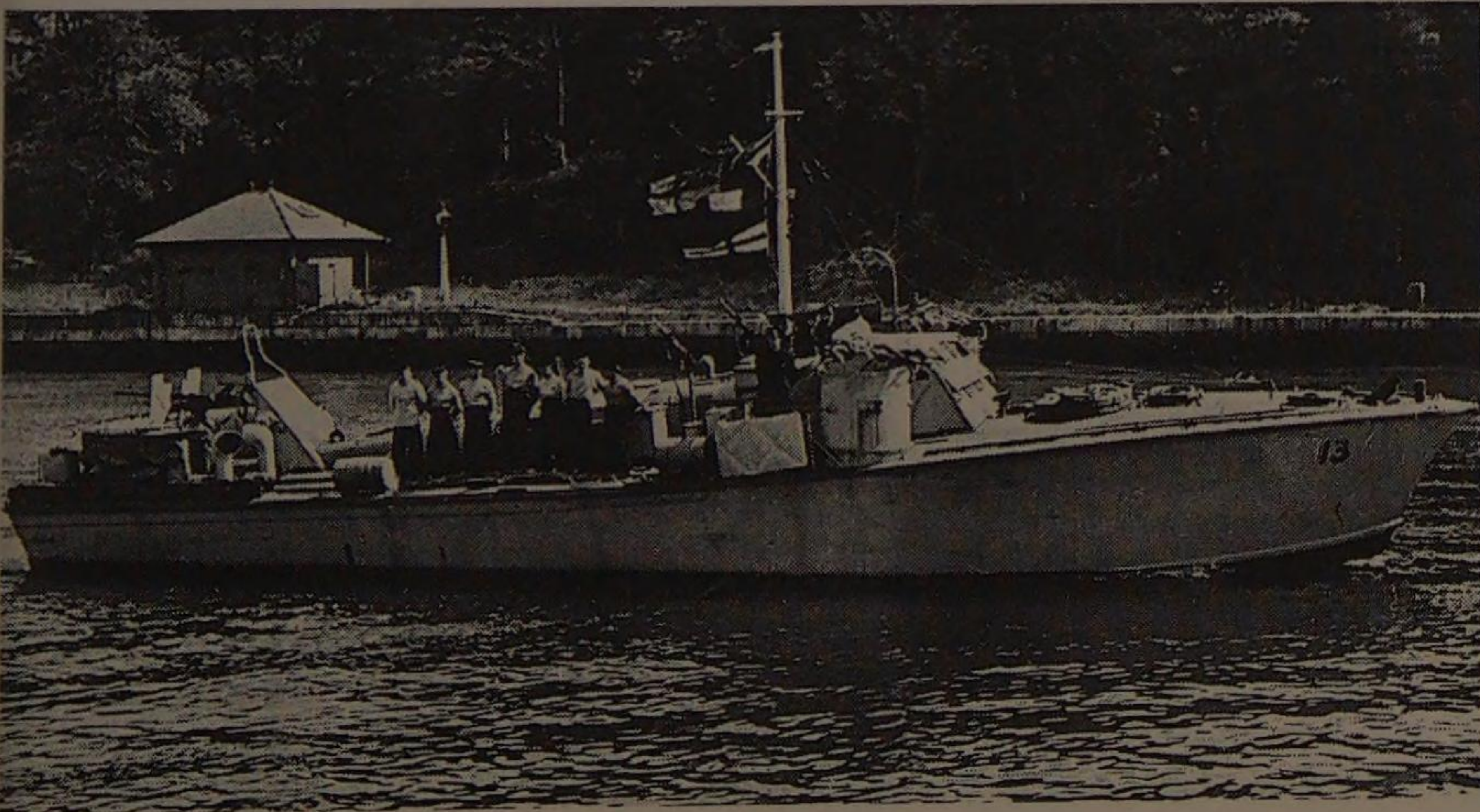
BPB type: Nos. 6/21.

Displacement: 31 tons.
Dimensions: (pp)/70 (oa) × 20 ×d/4 feet.
Machinery: Two shafts, Napier Sealion 12cyl (bore 5½in × 5in stroke) petrol engines BHP 1,000 = 23 knots.
Bunkers & radius: Petrol gallons,nm @ ...k.
Armament: One 2pdr AA or one 20mm AA or four .303in AA (1×4), four .5in AA machine (2×2) guns.
Complement: 10.

BPB type: Nos. 40/45.

Displacement: 24 tons.
Dimensions: (pp)/63 (oa) × 15 ×d/4¼ feet.

Below: *MGB.13* after conversion from a British Power Boat MA/SB. She was armed with twin power-operated .5in AA machine guns on each side abreast the bridge, a Lewis .303in AA machine gun on each side amidships, and a 20mm AA gun aft. (British Power Boat/IWM)



CH.15 -do-40 PAIMPOL (1941), retroceded
../..46; scrapped ../..49.

Machinery contracts: MAN (Nürnberg).

Name	Builder	Completed	Fate
Ordered ../..37/Seized 3/7/40.			
CH.41	Ch de Norm-andie (Fécamp)	 5.40	AUDIERNE (1941), retroceded ../..46; scrapped ../6/52.
CH.42	-do-	 5.40	LARMOR (1941), retroceded ../..44; scrapped ../..49.
CH.43	-do-	 3.40	LEVANDOU (1941), retroceded ../..44; scrapped ../1/50.

Machinery contracts: MAN (Nürnberg).

Machinery: Two shafts, Rolls-Royce Merlin ...cyl (bore ...in × ...in stroke) petrol engines BHP 2,200 = 40/36 knots.
Bunkers & radius: Petrol gallons,nm @ ...k.
Armament: One 2pdr AA, four .5in AA machine (2×2) guns.
Complement: 10.

BPB type: No. 46.

Displacement: 32/37 tons.
Dimensions: (pp)/70 (oa) × 20 ×d/4¼ feet.
Machinery: Three shafts, Rolls-Royce Merlin ...cyl (bore ...in × ...in stroke) petrol engines BHP 3,300/3,000 = 42½/39 knots.
Bunkers & radius: Petrol gallons,nm @ ...k.
Armament: One 2pdr AA, four .5in AA machine (2×2) guns.
Complement: 9.

White type: Nos. 47/48.

Displacement: 39 tons.
Dimensions: (pp)/70 (oa) × 16½ ×d/4½ feet.
Machinery: Three shafts, Isotta-Fraschini 12cyl type ASM-183 petrol engines BHP 3,450/2,830 = 42/38 knots.
Bunkers & radius: Petrol gallons,nm @ ...k.
Armament: One 20mm AA, four .5in AA (2×2), four .303in AA machine (2×2) guns.
Complement: 12.

BPB type: Nos. 50/67.

Displacement: 28 tons.
Dimensions: (pp)/70 (oa) × 20 ×d/4feet.
Machinery: Three shafts, Rolls-Royce Merlin ...cyl (bore ...in × ...in stroke) petrol engines BHP 3,300/3,000 = 40/36 knots.
Bunkers & radius: Petrol 2,000 gallons/7½ tons,nm @ ...k.
Armament: One 20mm AA or four .303in AA (1×4), four .303in AA machine (2×2) guns.
Complement: 12.

Higgins type: No. 68

Displacement: 34 tons.
Dimensions: (pp)/81 (oa) × 20 ×d/5½ feet.

Note 1: MA/SB.1/5 were unsuitable for conversion to MGBs, being too short and slow for this role; and while this also applied to MA/SB.22/39 & 49 they could usefully be employed as air/sea rescue boats.

Machinery: Three shafts, Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 3,750 = 40/35 knots.

Bunkers & radius: Petrol gallons,nm @ ...k.

Armament: One 20mm AA, six .5in AA machine (2×2/2×1) guns.

Complement: 14.

Higgins type: Nos. 69/73, 100/106.

Displacement: 30 tons.

Dimensions: (pp)/69¼ (oa) × 19 ×d/4½ feet.

Machinery: Three shafts, Hall-Scott 12cyl 3368/3369 (bore 5¾in × 7in stroke) petrol engines BHP 1,500 = 27 knots.

Bunkers & radius: Petrol gallons,nm @ ...k.

Armament: One 20mm AA, four .5in AA machine (2×2) guns.

Complement: 12.

BPB type: Nos. 74/81.

Displacement: 37 tons.

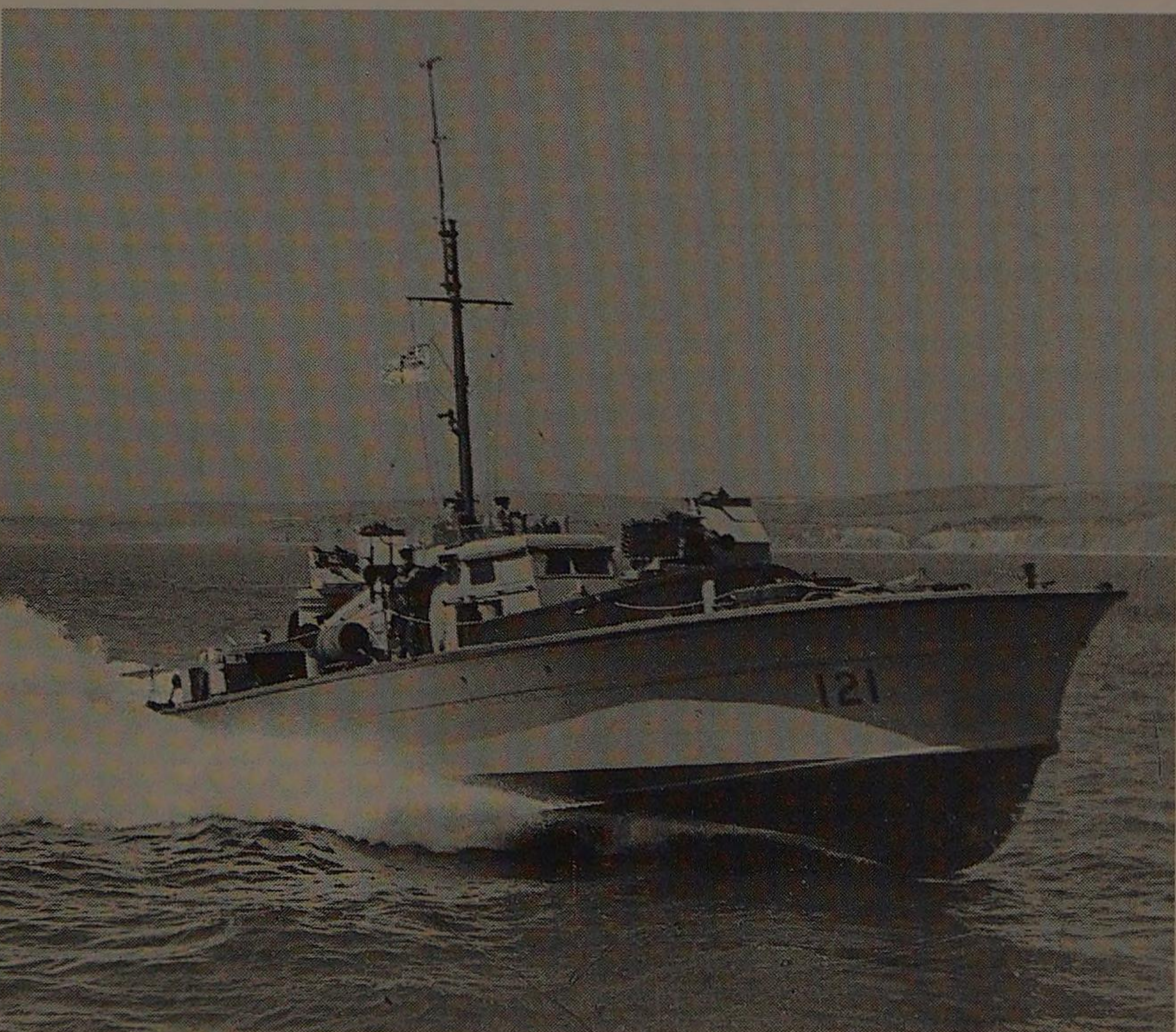
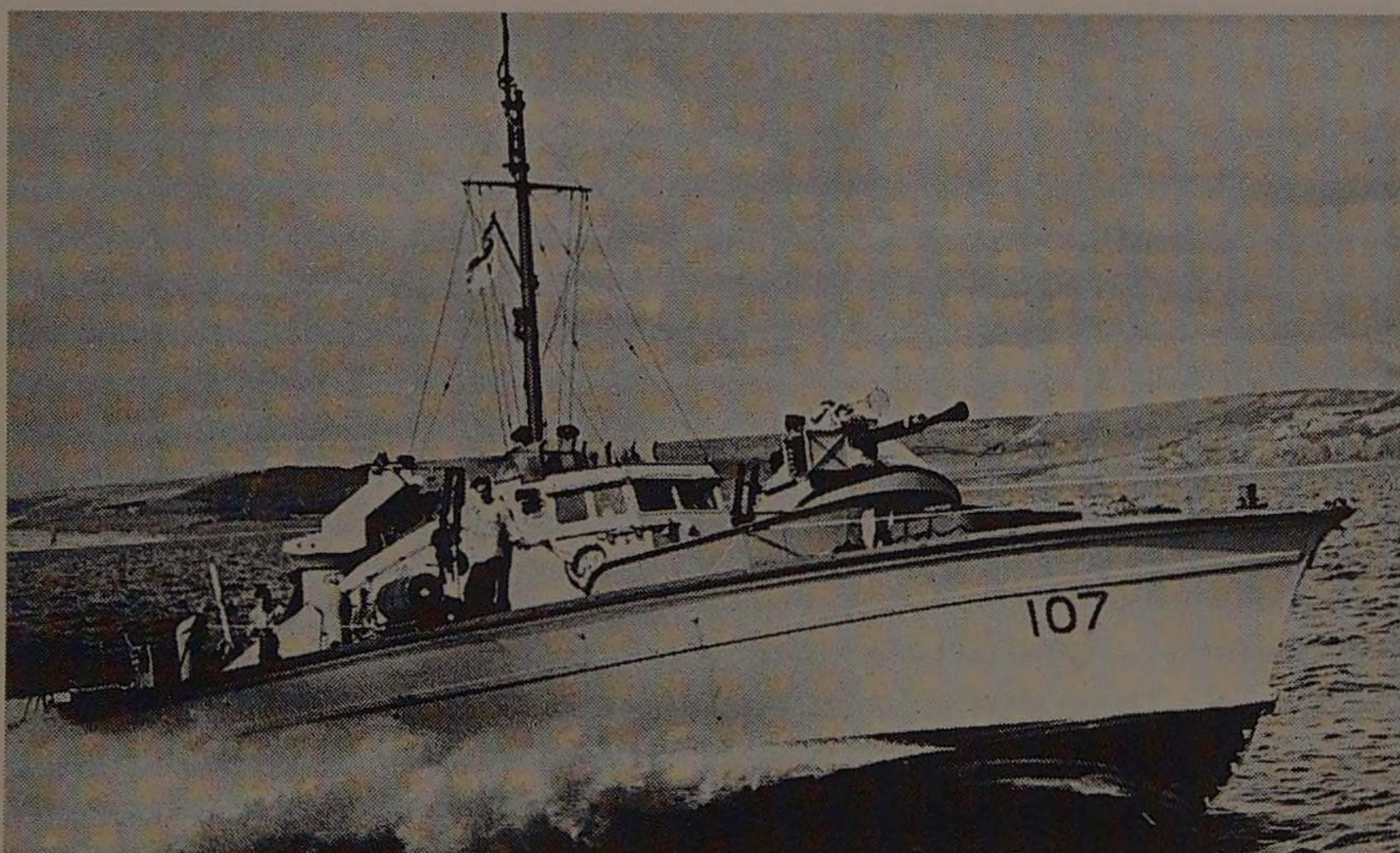
Dimensions: (pp)/71¾ (oa) × 20¾ ×d/5 feet.

Machinery: Three shafts, Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 4,050/3,600 = 40/35 knots.

Bunkers & radius: Petrol 2,600 gallons/9¾ tons,nm @ ...k.

Armament: One 2pdr AA, two 20mm AA (1×2), four .303in AA machine (2×2) guns.

Complement: 12.



ELCO type: Nos. 82/93.

Displacement: 32 tons.

Dimensions: (pp)/70 (oa) × 20 ×d/4½ feet.

Machinery: Three shafts, Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 4,050/3,600 = 40/35 knots.

Bunkers & radius: Petrol gallons,nm @ ...k.

Armament: One 20mm AA, four .5in AA machine (2×2) guns.

Complement: 12.

“VTB-11” type: Nos. 98/99.

Displacement: 26 tons.

Dimensions: (pp)/65½ (oa) × 13 ×d/.... feet.

Machinery: Two shafts, Lorraine ...cyl (bore ...mm × ...mm stroke) petrol engines BHP 2,200 = 45 knots.

Bunkers & radius: Petrol gallons, 750/330nm @ .../45k.

Armament: One 20mm AA, four .303in AA machine (2×2) guns.

Complement: 12.

BPB type: Nos. 107/176.

Displacement: 37 tons.

Dimensions: (pp)/71¾ × 20½ ×d/3F/5¾A feet.

Machinery: Three shafts, Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 4,050/3,600 = 42/36½ knots.

Bunkers & radius: Petrol gallons,nm @ ...k.

Armament: One 2pdr AA, two 20mm AA (1×2), four .303in AA machine (2×2) guns.

Complement: 12.

Higgins type: Nos. 177/192.

Displacement: 46 tons.

Dimensions: 78 (pp)/81¼ (oa) × 20 ×d/5¾ feet.

Machinery: Three shafts, Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 4,050/3,600 = 42/36 knots.

Bunkers & radius: Petrol gallons,nm @ ...k.

Armament: Two 20mm AA (2×1), four .5in AA (2×2), four .303in AA machine (2×2) guns.

Complement: 12.

Fairmile C type: Nos.312/335.

Displacement: 72 tons.

Dimensions: 108 (pp)/110 (oa) × 17½ × 10¼d/5F/6¼A feet.

Machinery: Three shafts, Hall-Scott 12cyl 3368/3369 (bore 5¾in × 7in stroke) petrol engines BHP 2,700 = 26½/23½ knots.

Bunkers & radius: Petrol 1,800 gallons, 500nm @ 12k.

Armament: Two 2pdr AA (2×1), four .5in AA (2×2), four .303in AA machine (2×2) guns.

Complement: 16.

C&N prototype: No. 501.

Displacement: 95 tons.

Dimensions: 110 (pp)/117 (oa) × 19½ ×d/3¾F 4½A feet.

Machinery: Three shafts, Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 3,750/3,300 = 32/29 knots.

Left: *MGB.107* (upper) and *MGB.121* (lower) were both armed with a power-operated 2pdr AA mounting forward, twin Vickers .303in AA machine guns on each side amidships, and a power-operated twin 20mm AA mounting aft. (British Power Boat)

Bunkers & radius: Petrol gallons,nm @ ...k.
Armament: One 2pdr AA, one 20mm AA, four .5in AA machine (2×2) guns; two 21in (2×1) T.T.
Complement: 21.

C&N type: Nos. 502/509.

Displacement: 95 tons.
Dimensions: (pp)/117 (oa) × 20¼ × 10¾d/3¾F/4¼A feet.
Machinery: Three shafts, Davey Paxman 16cyl (bore 7in × 7¾in stroke) diesel engines BHP 3,000 = 30/27 knots except *No. 509* Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 4,050/3,600 = 32/29 knots.
Bunkers & radius: O.F. gallons,nm @ ...k except *No. 509* petrol gallons,nm @ ...k.
Armament: One 2pdr AA, four .5in AA (2×2), four .303in AA machine (2×2) guns; two 21in (2×1) T.T.
Complement: 21.

Vosper prototype: No. 510.

Displacement: 75 tons.
Dimensions: 94¼ (pp)/100½ (oa) × 19 × 11d/3¾F/5½A feet.
Machinery: Two shafts, Packard W14 12cyl (bore 6½in × 6½in stroke) DR geared petrol engines (two/shaft) BHP 6,000 = 36½ knots.
Bunkers & radius: Patrol 5,400 gallons,nm @ ...k.
Armament: Two 2pdr AA (2×1), two 20mm AA (1×2), four .5in AA machine (2×2) guns; two 21in (2×1) T.T.
Complement: 20.

C&N type: Nos. 511/518.

Displacement: 115 tons.
Dimensions: (pp)/117 (oa) × 22¼ ×d/3¾F 4¼A feet.
Machinery: Three shafts, Packard 12cyl 4M-2500 (bore 6½in × 6½in stroke) petrol engines BHP 3,750/3,300 = 31/26 knots.
Bunkers & radius: Petrol gallons,nm @ ...k.
Armament: Two 6dpr (2×1), four 20mm AA (1×2/2×1) guns; four 18in (4×1) T.T.
Complement: 30.

Fairmile F type: No. 2001.

Displacement: 99 tons.
Dimensions: (oa)/115 (oa) × 21¼ ×d/.... feet.
Machinery: Four shafts, Bristol Hercules 14cyl (bore ...in × ...in stroke) radial petrol engine BHP 6,600 = 30 knots.
Bunkers & endurance: Petrol gallons,nm @ ...k.
Armament: One 6pdr AA, one 2pdr AA, two 20mm AA (2×1), four .5in AA (2×2), four .303in AA machine (2×2) guns.
Complement: ...

Name	Builder	Completed	Fate
MGB.1/5			Numbers not used.
Ordered ../../..			
MGB.6	British Power Boat (Hythe)	3. 4.40	For sale ../10/45.
MGB.7	-do-	3. 4.40	For sale ../10/45.
MGB.8	-do-	22. 5.40	Harbour service (1945), houseboat (1954).
MGB.9	-do-	29. 5.40	Damaged cause & place unknown 13/5/41 & written-off as constructive total loss; for sale ../10/43.

MGB.10	-do-	 6.40	For sale ../10/45.
MGB.11	-do-	 6.40	For sale ../10/45.
MGB.12	-do-	10. 8.40	Mined off Milford Haven 3/2/41 & foundered in tow three days later.
MGB.13	-do-	24. 8.40	For sale ../10/45.
MGB.14	-do-	7. 9.40	Arrived Lowestoft ../2/43 & dismantled.
MGB.15	-do-	25.10.40	Arrived Lowestoft ../2/43 & dismantled.
MGB.16	-do-	14.12.40	Harbour workshop (1945); for sale ../6/45.
MGB.17	-do-	19.12.40	Mined off Normandie 11/6/44.
MGB.18	-do-	22. 5.41	Gunfire German patrol vessel off Terschelling 30/9/42.
MGB.19	-do-	28. 7.41	Bombed German aircraft Oulton Broad 6/11/42 while slipped.
MGB.20	-do-	11. 8.41	For sale ../2/45.
MGB.21	-do-	21.10.41	For sale ../10/45.
MGB.22/39			Numbers not used.

Machinery contracts: Re-engined Packard (Detroit).

Name	Builder	Completed	Fate
Requisitioned ../5/40			
MGB.40	British Power Boat (Hythe)	4. 6.40	For sale 12/2/45.
MGB.41	-do-	4. 6.40	For sale ../11/44.
MGB.42	-do-	9. 7.40	Sold 12/2/45.
MGB.43	-do-	13. 7.40	Sold 12/2/45.
Requisitioned ../7/40			
MGB.44	-do-	17. 7.40	Polish Navy S.2 (1940), WILCZUR (1946)
MGB.45	-do-	28. 7.40	Polish Navy S.3 (1940), WYZEL (1946).

Machinery contracts: Rolls-Royce (Derby).

Name	Builder	Completed	Fate
MGB.46	-do-	13. 7.40	RNethN PANTER (1941/42); for sale ../4/46.

Machinery contract: Rolls-Royce (Derby).

Name	Builder	Completed	Fate
Requisitioned ../7/40			
MGB.47	-do-	13. 8.40	Sold ../../45.
MGB.48	-do-	1.10.40	Polish Navy S.1 (1940), CHART (1946).

Machinery contracts: Isotta-Fraschini (Milano).

MGB.49	-do-	40	Number not used.
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Name	Builder	Completed	Fate
Seized 3/7/40			
MGB.50	British Power Boat (Hythe)	13. 7.40	Sold ../../47.
MGB.51	-do-	13. 7.40	SCC (1944).
MGB.52	-do-	25. 7.40	SCC (1944).
MGB.53	-do-	16.11.40	For sale ../10/45.
MGB.54	-do-	1. 8.40	SCC (1944).
MGB.55	-do-	3. 8.40	For sale ../10/45.
MGB.56	-do-	5. 9.40	For sale ../6/45.
MGB.57	-do-	3. 9.40	For sale ../10/45.
MGB.58	-do-	7. 9.40	For sale ../8/44.
MGB.59	-do-	26. 9.40	For sale ../4/45.
MGB.60	-do-	11.11.40	CT.26 (1945).
MGB.61	-do-	4.12.40	For sale ../2/45.

MGB.62	-do-	31.12.40	Collision MGB.67 North Sea 9/8/41.
MGB.63	-do-	10. 2.41	CT.25 (1943).
MGB.64	-do-	11. 2.41	Foundered between Oostende/Dover 8/8/43.
MGB.65	-do-	4. 3.41	CT.28 (1944).
MGB.66	-do-	1. 4.41	For sale ../7/45.
MGB.67	-do-	12. 5.41	CT.27 (1944).

Machinery contracts: Rolls-Royce (Derby).

Name	Builder	Completed	Fate
Acquired 21/6/40			
MGB.68 ex-PT.6 (i)	Higgins (New Orleans)	14. 8.40	Sold .././44.

Machinery contract: Packard (Detroit).

Name	Builder	Completed	Fate
Acquired 21/6/40			
MGB.69 ex-RB.1	Higgins (New Orleans)	1.10.40	Target towing (1943), RASC (1945).
MGB.70 ex-RB.2	-do-	15. 3.41	Target towing (1943), RASC (1945/48), SCC (Staines – 1950).
MGB.71 ex-RB.3	-do-	8. 9.41	RASC (1944).
MGB.72 ex-RB.4	-do-	6.12.40	For sale ../12/44.
MGB.73 ex-RB.5	-do-	12.40	RASC (1944).

Machinery contracts: Hall-Scott (.....).

Name	Builder	Completed	Fate
Ordered 26/11/40			
MGB.74	British Power Boat (Hythe)	14. 2.42	MTB.412 (1943).
MGB.75	-do-	8. 5.42	MTB.413 (1943).
MGB.76	-do-	14. 5.42	Gunfire German MTB S.... North Sea 6/10/42.
MGB.77	-do-	8. 6.42	MTB.414 (1943).
MGB.78	-do-	8. 6.42	Gunfire German surface craft off the Dutch coast 3/10/42 & beached.
MGB.79	-do-	24. 7.42	Gunfire German surface craft off Hook of Holland 28/2/43.
MGB.80	-do-	27. 6.42	MTB.415 (1943).
MGB.81	-do-	11. 7.42	MTB.416 (1943).
MGB.82 (i)/93 (i)	-do-	.....	Cancelled ../3/41.
MGB.94/97	-do-	.....	Cancelled ../3/41.

Machinery contracts: Packard (Detroit).

Name	Builder	Completed	Fate
Acquired 15/7/41			
MGB.82 (ii) ex-STC.1	ELCO (New London)	13. 2.41	Returned USN 3/9/45.
MGB.83 (ii) ex-STC.2	-do-	17. 2.41	Returned USN 16/5/45.
MGB.84 (ii) ex-STC.3	-do-	20. 2.41	Returned USN 21/7/45.
MGB.85 (ii) ex-STC.4	-do-	7. 3.41	Returned USN 21/7/45.
Acquired 4/4/41			
MGB.86 (ii) ex-STC.5	-do-	17. 2.41	Returned USN 21/7/45.
MGB.87 (ii) ex-STC.6	-do-	20. 2.41	Returned USN 21/7/45.
MGB.88 (ii) ex-STC.7	-do-	7. 3.41	Returned USN 19/6/45.

MGB.89 (ii) ex-STC.8	-do-	8. 3.41	Returned USN 3/4/45.
MGB.90 (ii) ex-STC.9	-do-	14. 3.41	Burnt-out Portland 16/7/41.
MGB.91 (ii) ex-STC.10	-do-	20. 3.41	Returned USN 6/7/45.
MGB.92 (ii) ex-STC.11	-do-	27. 3.41	Burnt-out Portland 16/7/41.
MGB.93 (ii) ex-STC.12	-do-	28. 3.41	Returned USN 13/9/45.

Machinery contracts: Packard (Detroit).

Name	Builder	Completed	Fate
MGB.94 (ii)/97 (ii)			
Numbers not used			
Purchased 4/6/40			
MGB.98 ex-VTB.11	At & Ch de la Loire (Nantes)	4. 6.40	Bombed German aircraft Gosport ../3/41.
MGB.99 ex-VTB.12	-do-	4. 6.40	Lost cause & place unknown ../4/45 & written-off as constructive total loss.

Machinery contracts:

Name	Builder	Completed	Fate
Acquired 30/11/40			
MGB.100 ex-RB.6	Higgins (New Orleans)	28. 6.41	For sale ../6/45.
MGB.101 ex-RB.7	-do-	9.11.41	RASC (1943).
MGB.102 ex-RB.8	-do-	9.11.41	RASC (1943).
MGB.103 ex-RB.9	-do-	9.11.41	RASC (1943).
MGB.104 ex-RB.10	-do-	9.11.41	RASC (1943).
MGB.105 ex-RB.11	-do-	9.11.41	RASC (1943).
MGB.106 ex-RB.12	-do-	9.11.41	RASC (1943).

Machinery contracts: Hall-Scott (.....).

Name	Builder	Completed	Fate
MGB.107/119	British Power Boat (Hythe)	.....	Cancelled 11/3/41
Re-ordered 12/2/42			
MGB.107	British Power Boat (Hythe)	8. 9.42	MTB.417 (1943).
MGB.108	-do-	18. 9.42	MTB.418 (1943).
MGB.109	-do-	30. 9.42	Mined off South Foreland 7/2/43 & written-off as constructive total loss.
MGB.110	-do-	14.11.42	Gunfire German surface craft off Dunkerque 29/5/43.
MGB.111	-do-	16.11.42	MTB.430 (1943).
MGB.112	-do-	30.11.42	MTB.431 (1943).
MGB.113	-do-	7.12.42	MTB.432 (1943).
MGB.114	-do-	24.12.42	MTB.433 (1943).
Re-ordered 7/4/42			
MGB.115	-do-	25. 1.43	MTB.434 (1943).
MGB.116	-do-	19. 2.43	MTB.435 (1943).
MGB.117	-do-	25. 2.43	MTB.436 (1943).
MGB.118	-do-	17. 3.43	MTB.437 (1943).
MGB.119	-do-	31. 3.43	MTB.438 (1943).
Ordered 7/4/42			
MGB.120	-do-	16. 4.43	MTB.439 (1943).
MGB.121	-do-	3. 5.43	MTB.440 (1943).
MGB.122	-do-	31. 5.43	MTB.441 (1943).
Ordered 15/5/42			
MGB.123	-do-	5. 7.43	MTB.442 (1943). Prototype?

MGB.124	-do-	15. 6.43	MTB.443 (1943).
MGB.125	-do-	21. 7.43	MTB.444 (1943).
MGB.126	-do-	29. 7.43	MTB.445 (1943).
MGB.127	-do-	11. 8.43	MTB.446 (1943).
MGB.128	-do-	27. 8.43	MTB.447 (1943).
MGB.129	-do-	23. 9.43	MTB.448 (1943).
MGB.130	-do-	4. 9.43	MTB.449 (1943).

Ordered 28/8/42

MGB.131	-do-	23.10.43	Completed MTB.450 (1943).
MGB.132	-do-	5.11.43	Completed MTB.451 (1943).
MGB.133	-do-	11.11.43	Completed MTB.452 (1943).
MGB.134	-do-	24.11.43	Completed MTB.453 (1943).
MGB.135	-do-	2.12.43	Completed MTB.454 (1943).
MGB.136	-do-	24.12.43	Completed MTB.455 (1943).
MGB.137	-do-	8.12.43	Completed MTB.456 (1943).
MGB.138	-do-	15. 1.44	Completed MTB.457 (1943).

Ordered 12/3/43

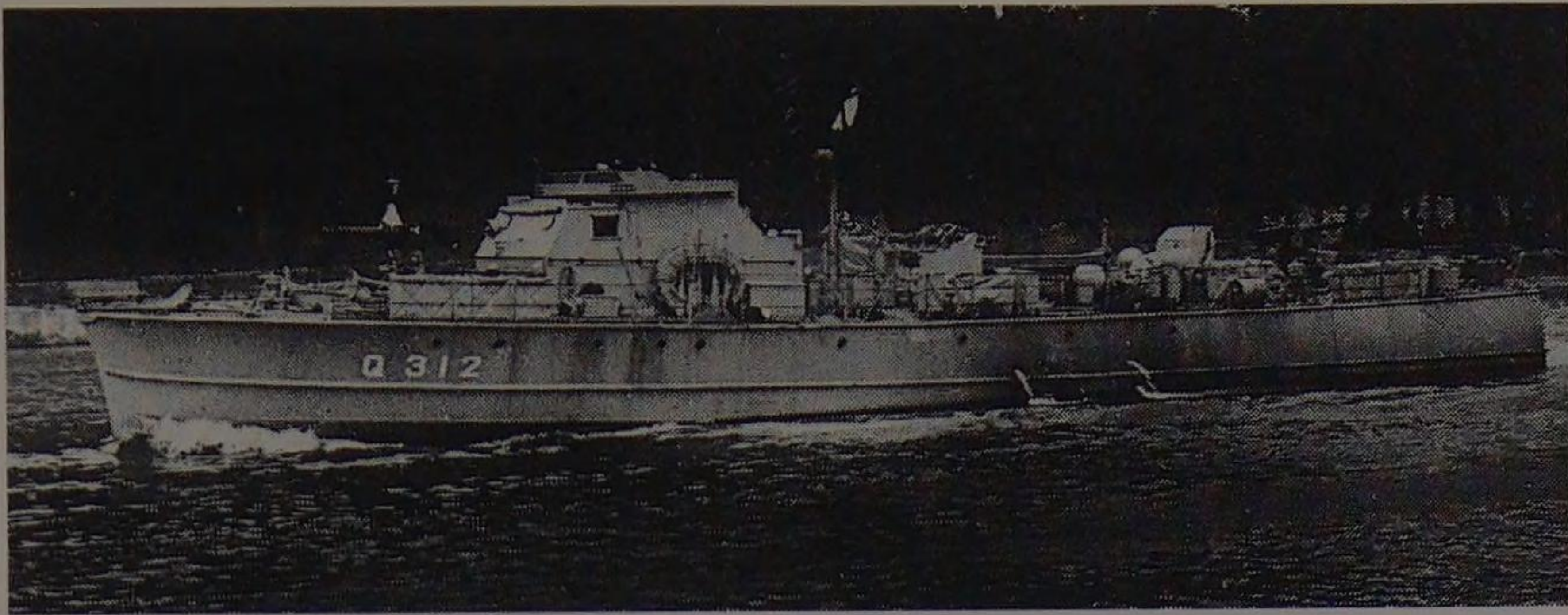
MGB.139	-do-	16. 2.44	Completed MTB.458 (1943).
MGB.140	-do-	2. 3.44	Completed MTB.459 (1943).
MGB.141	-do-	22. 3.44	Completed MTB.460 (1943).
MGB.142	-do-	15. 3.44	Completed MTB.461 (1943).
MGB.143	-do-	25. 3.44	Completed MTB.462 (1943).
MGB.144	-do-	25. 3.44	Completed MTB.463 (1943).
MGB.145	-do-	26. 3.44	Completed MTB.464 (1943).
MGB.146	-do-	31. 3.44	Completed MTB.465 (1943).
MGB.147	-do-	18. 3.44	Completed MTB.466 (1943).
MGB.148	-do-	18. 4.44	Completed MTB.467 (1943).
MGB.149	-do-	25. 4.44	Completed MTB.468 (1943).
MGB.150	-do-	27. 4.44	Completed MTB.469 (1943).
MGB.151	-do-	29. 4.44	Completed MTB.470 (1943).
MGB.152	-do-	9. 5.44	Completed MTB.471 (1943).
MGB.153	-do-	30. 5.44	Completed MTB.472 (1943).
MGB.154	-do-	23. 5.44	Completed MTB.473 (1943).
MGB.155	-do-	23. 5.44	Completed MTB.474 (1943).
MGB.156	-do-	28. 5.44	Completed MTB.475 (1943).
MGB.157	-do-	 5.44	Completed MTB.476 (1943).
MGB.158	-do-	29. 5.44	Completed MTB.477 (1943).
MGB.159	-do-	30. 5.44	Completed MTB.478 (1943).
MGB.160	-do-	31. 5.44	Completed MTB.479 (1943).
MGB.161	-do-	31. 5.44	Completed MTB.480 (1943).
MGB.162	-do-	28. 6.44	Completed MTB.481 (1943).
MGB.163	-do-	4. 7.44	Completed MTB.482 (1943).
MGB.164	-do-	27. 7.44	Completed MTB.483 (1943).
MGB.165	-do-	5. 4.45	Completed MTB.484 (1943).
MGB.166	-do-	31. 7.44	Completed MTB.485 (1943).

Ordered 10/4/43

MGB.167	-do-	5. 8.44	Completed MTB.486 (1943).
MGB.168	-do-	9. 8.44	Completed MTB.487 (1943).
MGB.169	-do-	6. 9.44	Completed MTB.488 (1943).
MGB.170	-do-	12. 9.44	Completed MTB.489 (1943).
MGB.171/176			Numbers not used.

Machinery contracts: Packard (Detroit).

Name	Builder	Completed	Fate
Acquired 17/10/44			
MGB.177 ex-PT.206	Higgins (New Orleans)	30. 1.43	Returned USN 19/10/45.
MGB.178 ex-PT.214	-do-	18. 2.43	Returned USN 9/10/45; expended as target off Malta 18/11/45.
MGB.179 ex-PT.215	-do-	26. 2.43	Returned USN 23/10/45.
MGB.180 ex-PT.216	-do-	26. 2.43	CT.43 (1945).
MGB.181 ex-PT.201	-do-	20. 1.43	Returned USN 8/8/45, RYN (1945).
MGB.182 ex-PT.204	-do-	23. 1.43	Returned USN 8/8/45, RYN (1945).



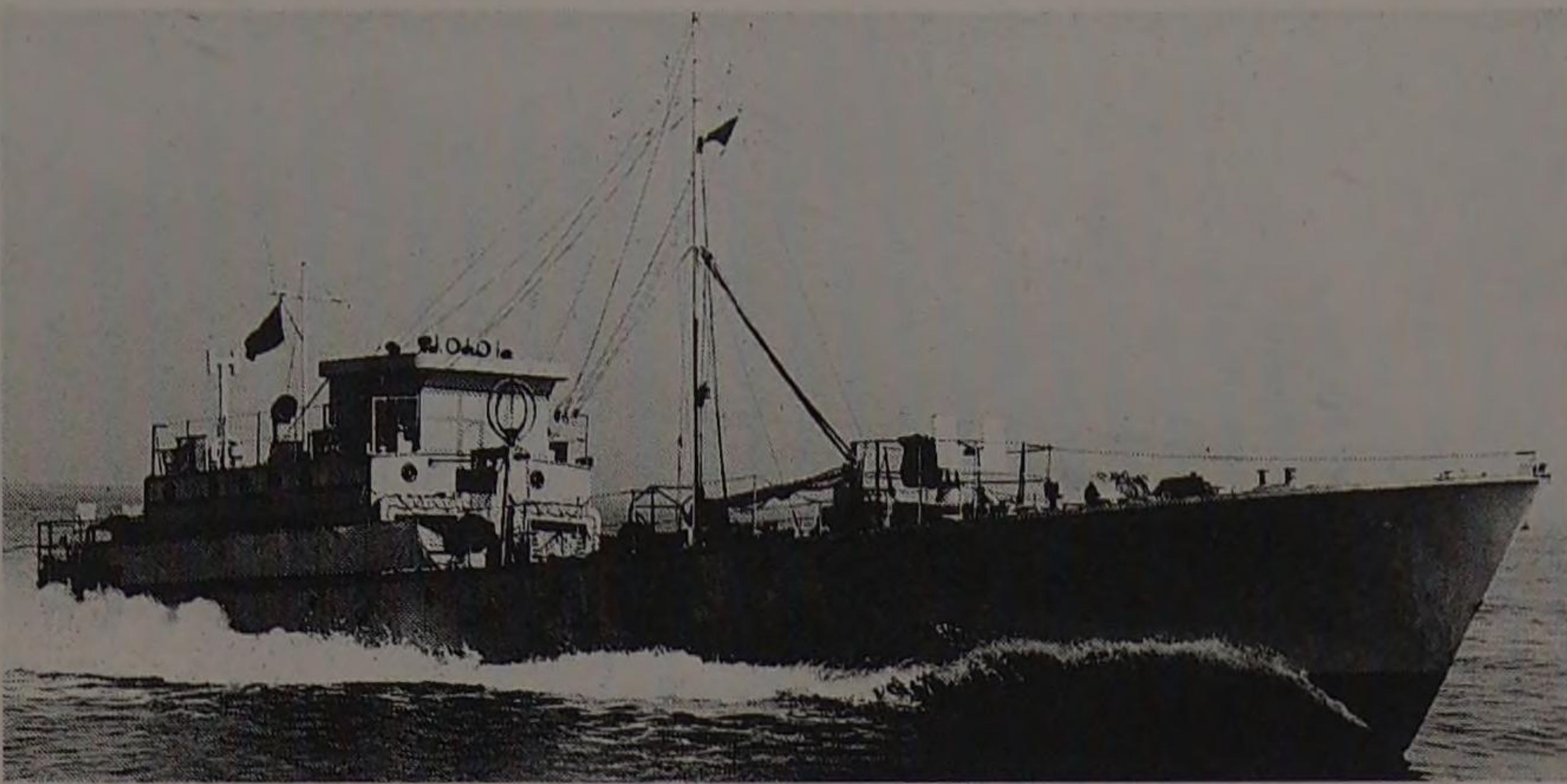
Above: *MGB.312* was armed with a power-operated 2pdr AA mounting forward, a Rolls-Royce hand-worked 2pdr gun aft, a twin Vickers power-operated .5in AA machine gun mounting on each side aft of the bridge, and twin .303in AA machine guns on the bridge wings. (Admiralty)

MGB.183 ex-PT.207	-do-	2. 2.43	Returned USN 8/8/45, RYN (1945).
MGB.184 ex-PT.208	-do-	10. 2.43	Returned USN 8/8/45, RYN (1945).
MGB.185 ex-PT.209	-do-	9. 2.43	Returned USN 8/8/45, RYN (1945).
MGB.186 ex-PT.211	-do-	11. 2.43	Returned USN 8/8/45, RYN (1945).
MGB.187 ex-PT.213	-do-	15. 2.43	Returned USN 8/8/45, RYN (1945).
MGB.188 ex-PT.217	-do-	28. 2.43	Returned USN 8/8/45, RYN (1945).
MGB.189 ex-PT.203	-do-	23. 1.43	CT.40 (1945).
MGB.190 ex-PT.205	-do-	25. 1.43	CT.41 (1945).
MGB.191 ex-PT.210	-do-	10. 2.43	Returned USN 23/10/45.
MGB.192 ex-PT.212	-do-	18. 2.45	CT.42 (1945).

Machinery contracts: Packard (Detroit).

MGB.193/311 Numbers not used.

Name	Builder	Completed	Fate
Ordered 27/8/40			
MGB.312	Woodnutt (St Helens)	16. 6.41	For sale ../10/45.
MGB.313	J Miller (St Monance)	12. 6.41	Mined off Normandie beaches 16/8/44.
MGB.314	A M Dickie (Bangor)	26. 6.41	Gunfire German shore batteries St Nazaire 28/3/42 & scuttled.
MGB.315	A Robertson (Sandbank)	10. 7.41	For sale ../10/45.
MGB.316	Tough (Tedding-ton)	19. 5.41	For sale ../10/45.
MGB.317	A Robertson (Sandbank)	3. 9.41	For sale ../10/45.
MGB.318	Aldous (Bright-lingsea)	6. 7.41	For sale ../10/45.
MGB.319	Brooke Marine (Lowestoft)	4. 9.41	For sale ../1/46.
MGB.320	W Osborne (Littlehampton)	23. 8.41	Mercantile <i>Swansong</i> (1946), <i>Venture</i> (19..), <i>Pastorella</i> (19..), <i>Ballandra</i> (19..), houseboat <i>Xoron</i> (19..).
MGB.321	J A Silver (Ros-neath)	9. 7.41	For sale ../10/45.
MGB.322	A M Dickie (Bangor)	29. 7.41	For sale ../10/45.
MGB.323	Kris Cruisers (Isleworth)	11. 7.41	Expended trials ../2/46.
MGB.324	Woodnutt (St Helens)	4. 9.41	Houseboat <i>Bellands</i> (19..).



Above: The mercantile *Gay Viking* was the former *MGB.506* converted for running the blockade to Sweden. She was armed with two single 20mm AA guns forward and aft, and twin .303in AA machine guns on each side abreast the bridge. (IWM)

MGB.325	F Curtis (Looe)	9. 9.41	For sale ../3/46.
MGB.326	J A Silver (Ros-neath)	18. 8.41	Mined off Normandie beaches 28/6/44.
MGB.327	Risdon Beazley (Northam)	22. 8.41	For sale ../10/45.
MGB.328	Lady Bee (South-wick)	13.10.41	Gunfire German surface craft Dover Strait 21/7/42.
MGB.329	Aldous (Bright-lingsea)	25. 9.41	For sale ../10/45.
MGB.330	Tough (Teddington)	25. 7.41	Expended trials .././48.
MGB.331	-do-	13. 8.41	For sale ../10/45.
MGB.332	J A Silver (Ros-sneath)	8.10.41	For sale ../10/45.
MGB.333	Woodnutt (St Helens)	16.10.41	For sale ../10/45.
MGB.334	A M Dickie (Bangor)	9.10.41	For sale ../10/45.
MGB.335	-do-	30.10.41	Gunfire German surface craft North Sea 10/9/42.

Machinery contracts: Hall-Scott (Berkeley).

MGB.336/500 Numbers not used.

Name	Builder	Completed	Fate
Requisitioned ../3/41			
MGB.501	Camper & Nicholson (Gosport)	19. 5.42	Lost explosion off Land’s End 27/7/42.

Machinery contract: Packard (Detroit).

Name	Builder	Completed	Fate
Requisitioned 24/4/42			
MGB.502	Camper & Nicholson (Northam)	5. 7.43	MGB.2002 (1945); mined Skagerrak 12/5/45.
MGB.503	-do-	25. 3.43	MGB.2003 (1945), Icelandic Coast Guard (1945/46); sold ../3/47.
MGB.504	Camper & Nicholson (Gosport)	 1.43	Completed mercantile <i>Hopewell</i> , MGB 2004 (1945); sold .././48.
MGB.505	-do-	15. 5.43	Completed mercantile <i>Nonsuch</i> ; MGB.2005 (1945), Icelandic Coast Guard BALDUR (1946), mercantile <i>Nonsuch</i> (1947), <i>Horten</i> (1947).
MGB.506	-do-	 7.43	Completed mercantile <i>Gay Viking</i> , collision mercantile <i>Hopewell</i> Skagerrak 6/2/44 & abandoned, salvaged & <i>Bragi</i> (1949), <i>Alanningen</i> (1950), <i>Gay Viking</i> (1952).
MGB.507	Camper & Nicholson (Northam)	 7.43	Completed mercantile <i>Gay Corsair</i> , MGB.2007 (1945); stranded off Aberdeen 22/5/45 & foundered two days later.
MGB.508	-do-	 8.43	Completed mercantile <i>Master Standfast</i> ; captured German patrol vessel VP.1606 off Hako 2/11/43, re-captured ../5/45.
MGB.509	-do-	18. 4.45	MGB.2009 (1945), MTB.2009 (i) (1945), MTB.5559 (1949); sold .././54 & scrapped.

Machinery contracts: Davey Paxman (Colchester) and Packard (Detroit – MGB.509 only).

Name	Builder	Completed	Fate
Ordered 2/4/42			
MGB.510	Vosper (Portsmouth)	12.43	MTB.510 (1944).

Machinery contract: Packard (Detroit).

MGB.511/2000 Numbers not used.

Name	Builder	Completed	Fate
Ordered 7/4/42			
MGB.2001	Kris Cruisers (Isleworth)	26. 4.44	MTB.2001 (1945).

Machinery contract: Bristol Aeroplane.

Interchangeable Motor Gun/Torpedo Boats

Fairmile “D” type: Nos. 601/800.

Modified Fairmile “D” type: Nos. 5001/5029.

Name	Builder	Completed	Fate
Ordered 15/3/41			
MGB.601	Tough (Teddington)	9. 3.42	Fire & explosion Dover 4/7/42.
MGB.602	Kris Cruisers (Isleworth)	 8.42	MTB.602 (1943), SCC (1945); sold 21/2/56.

MGB.603	Tough (Teddington)	25. 7.42	MTB.603 (1943); for sale ../10/45.
MGB.604	A M Dickie (Bangor)	24. 7.42	MTB.604 (1943); for sale ../10/45.
MGB.605	W Osborne (Littlehampton)	16. 6.42	MTB.605 (1943); collision wreck off Oostende 17/2/45.
MGB.606	Wallasea Bay Yacht	7. 7.42	MTB.606 (1943); gunfire German surface craft off Dutch coast 4/11/43.
MGB.607	J A Silver (Ros-neath)	 6.42	MTB.607 (1943); for sale ../10/45.
MGB.608	-do-	 8.42	MTB.608 (1943); for sale ../1/46.

MGB.609	W King (Burnham)	9. 6.42	MTB.609 (1943), SCC (1945); sold <i>ca.</i> ../52.	MGB.638	A M Dickie (Bangor)	14.12.42	MTB.638 (1943); foundered en route Malta/Alexandria 30/1/46.
MGB.610	Woodnutt (St Helens)	30. 6.42	MTB.610 (1943), SCC BOSCAWEN (Falmouth – 1946), SCC (Weymouth – 1950); for sale ../1/64.	MGB.639	Brooke Marine (Lowestoft)	9. 3.43	MTB.639 (1943); gunfire RItN torpedo boat SAGITTARIO off Pantellaria 28/4/43.
MGB.611	Brooke Marine (Lowestoft)	15. 9.42	MTB.611 (1943); sold ../46.	MGB.640	Wallasea Bay Yacht	1.11.42	MTB.640 (1943); mined off Vada 27/6/44.
MGB.612	S B Hall (Glamp-ton)	10. 7.42	MTB.612 (1943), SCC (1945); for sale ../7/48.	Ordered 18/11/41			
Ordered 27/4/41				MGB.641	Thompson & Balfour (Bo'ness)	29.12.42	Gunfire Italian shore batteries off Messina 14/7/43.
MGB.613	S B Hall (Glamp-ton)	9. 9.42	MTB.613 (1943); for sale ../10/46.	MGB.642	P K Harris (Appledore)	7.3.43	MTB.642 (1943); foundered en route Malta/Alexandria 30/1/46.
MGB.614	Woodnutt (St Helens)	6. 8.42	MTB.614 (1943); for sale ../11/45.	MGB.643	Woodnutt (St Helens)	22.12.42	MTB.643 (1943); foundered en route Malta/Alexandria 30/1/46.
MGB.615	A M Dickie (Tarbert)	 9.42	MTB.615 (1943); for sale ../10/45.	MGB.644	Tough (Teddington)	12.42	Mined west of Sicily 26/6/43 & gunfire RN surface craft.
MGB.616	W Osborne (Littlehampton)	19. 8.42	MTB.616 (1943); SCC (Essex – 1947); for sale ../55.	MGB.645	S B Hall (Glamp-ton)	12.42	MTB.645 (1943); for sale ../8/45.
MGB.617	-do-	8.10.42	MTB.617 (1943); Sea Scouts (1946); sold 7/7/53.	MGB.646	Risdon Beazley (Northam)	19.11.42	MTB.646 (1943); for sale ../8/45.
MGB.618	P K Harris (Appledore)	27. 6.42	RNN (1942/44), MTB.618 (1943); for sale ../1/45.	MGB.647	A M Dickie (Bangor)	24. 2.43	MTB.647 (1943); scuttled off Malta ../9/46.
MGB.619	Dorset Yacht (Hamworthy)	23. 8.42	RNN (1942/44), MTB.619 (1943); for sale ../10/45.	MGB.648	Dorset Yacht (Hamworthy)	10. 1.43	Bombed German aircraft off Pantellaria 14/6/43.
MGB.620	A M Dickie (Bangor)	6. 9.42	RNN (1942/43), MTB.620 (1943); for sale ../3/46.	Ordered 28/11/41			
MGB.621	J A Silver (Rosneath)	10.42	MTB.621 (1943), SCC (1946); sold 10/2/55.	MTB.649	Risdon Beazley (Northam)	7. 1.43	For sale ../9/45.
MGB.622	Brooke Marine (Lowestoft)	10.11.42	MTB.622 (1943); gunfire German destroyers off Terschelling 10/3/43.	MTB.650	Boat Construction (Falmouth)	 1.43	RAF LRRC.020 (1945).
MGB.623	Wallasea Bay Yacht	27. 8.42	RNN (1942/44), MTB.623 (1943); for sale ../5/47.	MTB.651	Tough (Teddington)	 1.43	For sale ../9/45.
MGB.624	Dorset Yacht (Hamworthy)	19.10.42	MTB.624 (1943), SCC (Aberystwyth – 1945); for sale ../5/64.	MTB.652	S B Hall (Glamp-ton)	25. 1.43	For sale ../10/45.
MGB.625	A Robertson (Sandbank)	4. 9.42	RNN (1942), MTB.625 (1943); wrecked Shetlands 8/2/44 & written-off as constructive total loss.	MTB.653	A Robertson (Sandbank)	 3.43	RNN (1943/44); for sale ../12/45.
MGB.626	Tough (Teddington)	24. 7.42	RNN (1942), MTB.626 (1943); burnt-out Lerwick 22/11/43.	MTB.654	Lady Bee (Shoreham)	19. 2.43	For sale ../1/45 following damage.
MGB.627	P K Harris (Appledore)	7.10.42	RNN (1942/44), MTB.627 (1943); for sale ../4/45.	MTB.655	W Osborne (Littlehampton)	 1.43	Mined Adriatic 22/3/45.
MGB.628	J W & A Upham (Brixham)	11.42	MTB.628 (1943); for sale ../10/45.	MTB.656	Wallasea Bay Yacht	24.12.42	For sale ../9/45.
MGB.629	A M Dickie (Tarbert)	1.12.42	MTB.629 (1943); for sale ../10/45.	Ordered 18/11/41			
MGB.630	A Robertson (Sandbank)	5.11.42	MTB.630 (1943), SCC (1945); sold <i>ca.</i> ../49.	MGB.657	Woodnutt (St Helens)	9. 2.43	Mined off Rimini 12/9/44 & written-off as constructive total loss.
MGB.631	W King (Burnham)	 8.42	RNN (1942), MTB.631 (1943); wrecked Floro 14/3/43, salvaged & German Navy.	MGB.658	J W & A Upham (Brixham)	 4.43	Foundered en route Malta/Alexandria 30/1/46.
MGB.632	Kris Cruisers (Isleworth)	12.42	MTB.632 (1943); for sale ../10/45.	MGB.659	Boat Construction (Falmouth)	 5.43	Foundered en route Malta/Alexandria 30/1/46.
MGB.633	Dorset Yacht (Hamworthy)	23.11.42	MTB.633 (1943); foundered en route Malta/Alexandria 30/1/46.	MGB.660	Brooke Marine (Lowestoft)	21. 4.43	For sale ../2/46.
MGB.634	W Osborne (Littlehampton)	27.11.42	MTB.634 (1943); foundered en route Malta/Alexandria 30/1/46.	MGB.661	A Robertson (Sandbank)	 5.43	For sale ../6/46.
MGB.635	Boat Construction (Falmouth)	11.42	MTB.635 (1943); damaged Mediterranean & expended as target ../7/45.	MGB.662	Dorset Yacht (Hamworthy)	8. 4.43	For sale ../2/46.
MGB.636	J A Silver (Rosneath)	 1.43	MTB.636 (1943); gunfire MGB.658 in error off Elba 15/10/43.	MGB.663	W Osborne (Littlehampton)	8. 3.43	Mined off Rimini 10/10/44.
MGB.637	A Robertson (Sandbank)	 1.43	MTB.637 (1943); foundered en route Malta/Alexandria 30/1/46.	Ordered 28/11/41			
				MTB.664	A M Dickie (Tarbert)	1. 4.43	RAF LRRC.021 (1945).
				MTB.665	P K Harris (Appledore)	5. 5.43	Gunfire Italian shore batteries off Messina 15/8/43.
				MTB.666	Dorset Yacht (Hamworthy)	10. 6.43	Gunfire German surface craft off Ijmuiden 5/7/44.
				MTB.667	W King (Burnham)	28.12.42	For sale ../9/45.
				MTB.668	Thompson & Balfour (Bo'ness)	26. 3.43	SCC (1945).

MTB.669	Lady Bee (Shoreham)	29. 4.43	Gunfire German surface craft off Norwegian coast 26/10/43.	MTB.704	J A Silver (Rosneath)	11.43	RNN FALK (1944/45); for sale .././46.
MTB.670	Wallasea Bay Yacht	7. 3.43	Foundered en route Malta/Alexandria 30/1/46.	MTB.705	Risdon Beazley (Northam)	7. 8.43	Mined Adriatic 23/3/45.
MTB.671	A M Dickie (Bangor)	16/5/43	Gunfire German destroyers off Cape Barfleur 24/4/44.	MTB.706	-do-	10.43	For sale ../9/45.
MTB.672	J A Silver (Rosneath)	 4.43	For sale ../10/45.	MTB.707	Boat Construction (Falmouth)	11.43	Collision French frigate L'ESCARMOUCHE north of Ireland 18/8/44.
MTB.673	Tough (Teddington)	 6.43	RAF LRRC.022 (1945).	MTB.708	S B Hall (Glampton)	11.43	Bombed in error Allied aircraft English Channel 5/5/44 & gunfire RN surface craft.
Ordered 18/11/41							
MGB.674	Tough (Teddington)	6. 5.43	For sale ../6/46.	MTB.709	A M Dickie (Tarbert)	 2.44	RNN (1944/45); for sale ../1/47.
Ordered 28/11/41							
MTB.675	A Robertson (Sandbank)	 7.43	RAF LRRC.023 (1945).	MTB.710	W Osborne (Littlehampton)	18. 9.43	Mined off Zara 10/4/45.
MTB.676	Risdon Beazley (Northam)	13. 5.43	RAF LRRC.024 (1945).	MTB.711	Brooke Marine (Lowestoft)	2. 4.44	RNN HAUKE (1944/46); for sale .././47.
MTB.677	S B Hall (Glampton)	 5.43	RAF LRRC.025 (1945).	MTB.712	Wallasea Bay Yacht	10. 2.44	RNN (1944); wrecked Shetlands 26/1/45 & written-off as constructive total loss.
MTB.678	Boat Construction (Falmouth)	 7.43	RAF LRRC.026 (1945).	MTB.713	Dorset Yacht (Hamworthy)	10.12.43	RNN JO (1944); sold Norway .././46.
MTB.679	A M Dickie (Bangor)	 7.43	RAF LRRC.027 (1945).	MTB.714	A M Dickie (Bangor)	10.43	SCC (1946); sold 18/11/55.
MTB.680	Risdon Beazley (Northam)	 4.43	RAF LRRC.028 (1945).	MTB.715	Woodnutt (St Helens)	9.12.43	RNN (1944); explosion Fosnevaag 19/5/45.
MTB.681	Brooke Marine (Lowestoft)	20. 7.43	Gunfire German surface craft off Dutch coast 10/6/44.	MTB.716	J A Silver (Rosneath)	 4.44	RNN KJELD (1944).
MTB.682	Wallasea Bay Yacht	 5.43	RAF LRRC.029 (1945).	MTB.717	A M Dickie (Bangor)	1. 2.44	RNN LOM (1944).
MTB.683	J A Silver (Rosneath)	 7.43	RAF LRRC.030 (1945).	MTB.718	A Robertson (Sandbank)	 3.44	SCC (Tyne – 1946).
MTB.684	Woodnutt (St Helens)	28. 4.43	RAF LRRC.031 (1945).	MTB.719	Lady Bee (Shoreham)	 2.44	RNN ORN (1944).
MTB.685	Dorset Yacht (Hamworthy)	 7.43	For sale ../4/49.	MTB.720	W King (Burnham)	11.43	RNN RAVN (1944).
MTB.686	W Osborne (Littlehampton)	9. 6.43	Burnt-out Lerwick 22/11/43.	MTB.721	Cardnell (Marylandsea)	15.10.43	RNN SKARV (1944).
MTB.687	P K Harris (Appledore)	31. 7.43	RAF LRRC.032 (1944).	MTB.722	Thompson & Balfour (Bo'ness)	 3.44	RNN STEGG (1944).
MTB.688	A M Dickie (Tarbert)	 7.43	RNN (1943/44), RAF LRRC.034 (1945).	MTB.723	P K Harris (Appledore)	27. 4.44	RNN TEIST (1944).
MTB.689	S B Hall (Glampton)	 7.43	RAF LRRC.033 (1945).	Ordered 30/8/42			
MTB.690	Boat Construction (Falmouth)	15. 9.43	Collision wreck off Lowestoft 18/1/45.	MTB.724	Wallasea Bay Yacht	7. 9.43	SCC (Norwich – 1945); sold 24/7/54.
MTB.691	A Robertson (Sandbank)	 8.43	RAF LRRC.035 (1945).	MTB.725	Boat Construction (Falmouth)	 3.44	SCC (Pwllheli – 1945); sold
MTB.692	Lady Bee (Shoreham)	 7.43	RAF LRRC.036 (1945).	MTB.726	A M Dickie (Bangor)	2. 3.44	RCN (1944/45), SCC (Wisbech – 1946); sold ca.././50.
MTB.693	W King (Burnham)	 5.43	RAF LRRC.037 (1945).	MTB.727	S B Hall (Glampton)	27. 2.44	RCN (1944/45), SCC (Twickenham – 1946); sold 20/12/51.
MTB.694	Thompson & Balfour (Bo'ness)	26. 7.43	RAF LRRC.038 (1945).	MTB.728	W Osborne (Littlehampton)	21.12.43	SCC (Cardigan – 1946); sold .././48.
MTB.695	Brooke Marine (Lowestoft)	30.10.43	RAF LRRC.039 (1945).	MTB.729	Brooke Marine (Lowestoft)	 7.44	Sold 21/9/47.
MTB.696	Kris Cruisers (Isleworth)	15. 4.44	For sale ../10/45.	MTB.730	Woodnutt (St Helens)	28. 4.44	SCC (Thames – 1946); sold 27/5/58.
MTB.697	Woodnutt (St Helens)	 7.43	Mined Adriatic 17/4/45.	MTB.731	A Robertson (Sandbank)	 7.44	MTB.3001 (1949), MASB.3001 (1953), SCC (Birkenhead – 1957).
MTB.698	Wallasea Bay Yacht	 7.43	Foundered en route Malta/Alexandria 30/1/46.	MTB.732	Dorset Yacht (Hamworthy)	17. 4.44	Gunfire in error French frigate LA COMBATTANTE English Channel 28/5/44.
MTB.699	Dorset Yacht (Hamworthy)	10.43	For sale ../10/45.	MTB.733	Lady Bee (Shoreham)	8. 6.44	SCC (Plymouth – 1946).
MTB.700	W Osborne (Littlehampton)	 7.43	Foundered en route Malta/Alexandria 30/1/46.	MTB.734	Thompson & Balfour (Bo'ness)	30. 5.44	Bombed in error Allied aircraft off Normandie beaches 26/6/44 & gunfire RN surface craft.
Ordered 7/4/42							
MTB.701	J W & A Upham (Brixham)	10.43	SCC (Bideford – 1946).	MTB.735	Tough (Teddington)	26. 2.44	RCN (1944/45), SCC (Ellesmere – 1946); sold 14/6/56.
MTB.702	P K Harris (Appledore)	31.10.43	Expended target trials .././46.				
MTB.703	Tough (Teddington)	8.10.43	For sale ../9/45.				

Name	Builder	Completed	Fate
Ordered 26/3/43			
MTB.5001 (i)	Woodnutt (St Helens)	18.12.44	Gunfire German MTB S..... North Sea 7/4/45.
MTB.5002	Wallasea Bay Yacht	12.44	Sold .././57.
MTB.5003 (i)	J A Silver (Rosneath)	 7.45	Sold 8/3/48.
MTB.5004	-do-	 9.45	RAF LRRC.003 (1945), SCC (Sittingbourne – 1949); sold ../6/56.
MTB.5005	W Osborne (Littlehampton)	7.11.44	Sold 28/2/52.
MTB.5006	Boat Construction (Falmouth)	 8.45	RAF LRRC.004 (1945).
MTB.5007	S B Hall (Glamp-ton)	 3.45	Sold 17/11/50.
MTB.5008	W King (Burnham)	 6.45	Sold 20/7/56.
MTB.5009	Lady Bee (Shoreham)	5. 4.45	Sold 17/3/46.
MTB.5010	A M Dickie (Bangor)	 1.45	MTB.3050 (1949), SDB.3050 (1953); sold 20/7/55.
MTB.5011	Thompson & Balfour (Bo'ness)	28. 3.45	RAF LRRC.005 (1945).
MTB.5012	Austins (Barking)	 3.45	RAF LRRC.006 (1945).
MTB.5013	Risdon Beazley (Northam)	 3.45	MTB.3053 (1949), SDB.3053 (1953), SCC (1957); sold ../3/69.
MTB.5014	Woodnutt (St Helens)	 3.45	RAF LRRC.007 (1945).

MTB.5015	Cardnell (Mary-landsea)	 3.45	Sold 23/10/57.
MTB.5016	Wallasea Bay Yacht	 3.45	RAF LRRC.008 (1945).
MTB.5017	A M Dickie (Tarbert)	 7.45	RAF LRRC.009 (1945).
MTB.5018	A Robertson (Sandbank)	 7.45	RAF LRRC.010 (1945).
MTB.5019	Risdon Beazley (Northam)	13. 4.45	RAF LRRC.011 (1945).
MTB.5020	W Osborne (Littlehampton)	12.44	Sold 18/9/58.
MTB.5021	P K Harris (Appledore)	9. 7.45	RAF LRRC.012 (1945).
MTB.5022	Tough (Teddington)	19. 4.45	RAF LRRC.013 (1945).
MTB.5023	S B Hall (Glamp-ton)	14. 7.45	RAF LRRC.014 (1945), SCC (1948); sold 18/9/58.
MTB.5024	A M Dickie (Bangor)	5. 5.45	RAF LRRC.015 (1945).
MTB.5025	Wallasea Bay Yacht	 8.45	RAF LRRC.016 (1945).
MTB.5026	W Osborne (Littlehampton)	17. 3.45	RAF LRRC.017 (1945).
MTB.5027	Risdon Beazley (Northam)	.....	Cancelled ../12/44.
MTB.5028	Woodnutt (St Helens)	 5.45	RAF LRRC.018 (1945).
MTB.5029	Thompson & Balfour (Bo'ness)	12. 7.45	RAF LRRC.019 (1945).

Machinery contracts: Packard (Detroit).

Steam Gunboats

Denny type: Nos. 1/6, *7/9.

The origins of this class lay in a 1940 requirement for a more seaworthy—and hence longer—MTB to counter German MTBs in Home waters, as the short British units were not wholly suitable for the local rough weather conditions. With no suitable lightweight internal combustion engine available there was no alternative but to adopt turbine propulsion, which did have the attraction of quiet operation that was of considerable tactical importance. The machinery requirements were very exacting, and called for a steel hull over twice as long as the standard 70ft MTB; but such complex boats could only be allocated to the specialist warship builders, and as they absorbed scarce destroyer capacity the programme was eventually cut from 60 to only nine units. Owing to bomb damage to the shipyard the two boats ordered from Thornycroft had to be cancelled.

In order to meet the specified power output the weight/SHP ratio had to be less than half that of existing practice, and with only 50 tons available for machinery this meant a ratio of 14lb/SHP. Those boats fitted with a Foster-Wheeler boiler easily made the designed power, but there was a 10% power loss with those boats fitted with a La Mont boiler that was 2 tons lighter. While the design was challenging from a technical aspect, it was a practical failure. The machinery was very vulnerable even to machine gun fire as there could only be one of each ancillary item; and loss of power could not be easily, or rapidly, restored.

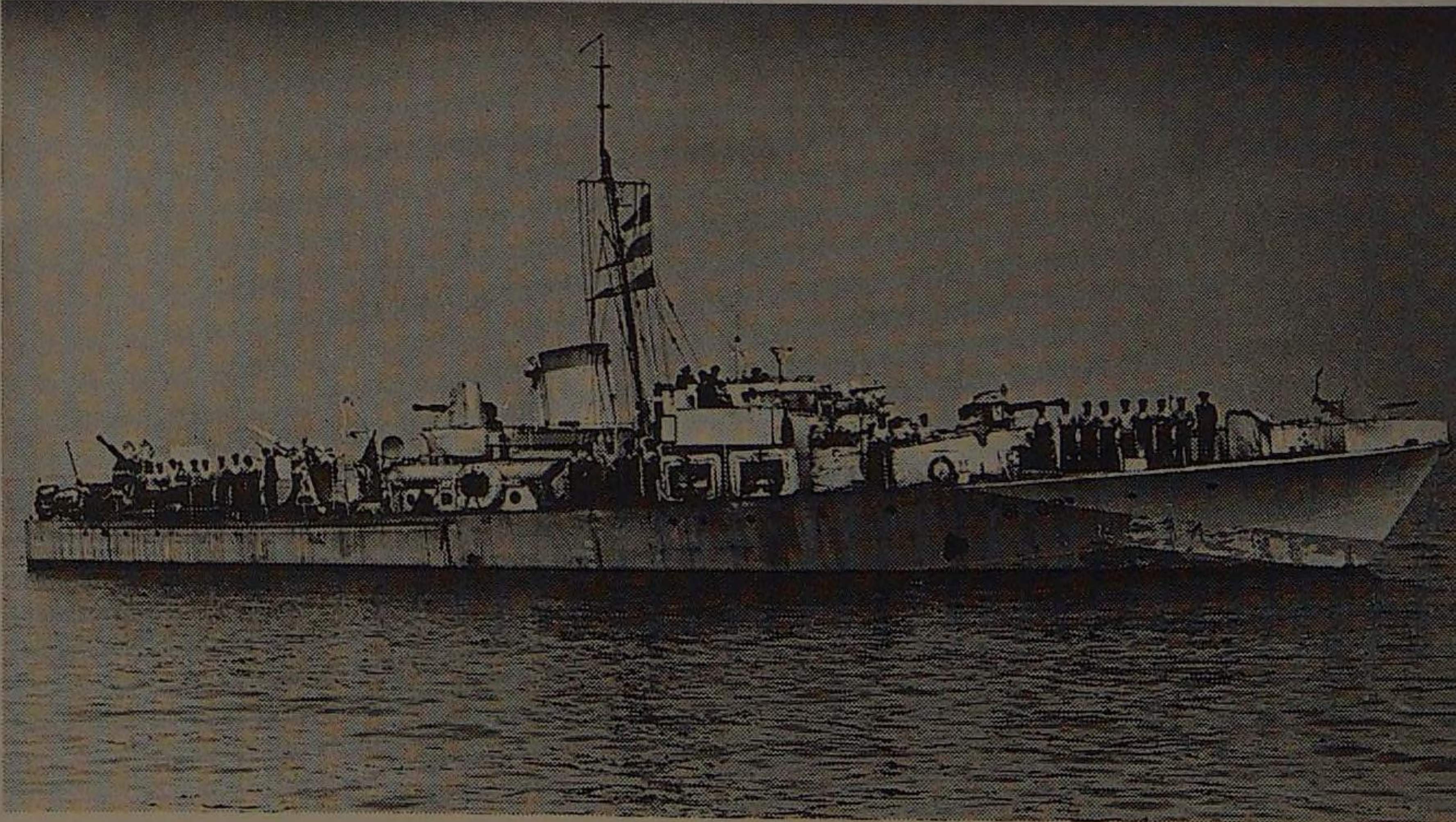
For their size the armament was quite inadequate, and the last two had two single 20mm AA guns added. In 1943 ¾in armour was applied to the sides and casings of the machinery spaces; and the armament was augmented by the addition of a 3in gun aft (which supplanted the 2pdr gun that was then re-mounted on the casing roof), two single 20mm AA guns at the stern and

stern, and in some units the twin .5in machine guns on each side were replaced by twin hand-worked 20mm AA mountings.

These additions raised the standard/full load displacements to 205/260 tons, speed dropped to 30 knots, and the complement increased to 34; and they were all given names with the prefix *Grey*. They were all converted to fast minesweepers in 1944/45, with the armament reduced to four 20mm AA (2×2) guns.

Displacement: 165 tons (220 tons full load).

Below: The steam gunboat *Grey Goose* was armed with a 20mm AA at the stem, a power operated 2pdr AA gun on the foredeck, twin 20mm AA guns on each side of the bridge, a 21in T.T. on each side amidships, a power-operated 2pdr AA gun aft of the funnel, a 3in AA and a power-operated 2pdr AA gun on the aft deck, and a 20mm AA gun at the stern.



Dimensions: 137¾ (pp)/145¾ (oa) × 23¼ ×d/4½ (6 full load) feet.
Machinery: One Foster-Wheeler 2-drum except * La Mont water-tube boiler (400lb/in² & 700°F), two shafts, Metrovick SR geared turbines SHP 8,000 except * 7,200 = 35 knots.

Bunkers & radius: O.F. 50 tons, 200/360nm @ 35/12k.
Armament: Two 2pdr (2×1), four .5in AA machine (2×2) guns; two 21in (2×1 fixed) T.T.
Complement: 27.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 8/11/40							
S.301	SGB.1	Thornycroft (Wools-ton)	Metropolitan Vickers (.....)	.....	.....	.....	Cancelled .././...
S.302	SGB.2	-do-	-do-	.....	.....	.....	Cancelled .././...
S.303	SGB.3	Yarrow (Scotstoun)	-do-	24. 1.41	29. 8.41	21. 2.42	GREY SEAL (1943), fast minesweeper (1944); for sale 20/8/49.
S.304	SGB.4	-do-	-do-	24. 1.41	25. 9.41	15. 3.42	GREY FOX (1943), fast minesweeper (1944); for sale ../10/47.
S.305	SGB.5	Hawthorn Leslie (Hebburn)	-do-	17. 4.41	27. 8.41	1. 4.42	GREY OWL (1943), fast minesweeper (1944); sold British Iron & Steel 15/12/49 & scrapped.
S.306	SGB.6	-do-	-do-	28. 3.41	17.11.41	30. 4.42	GREY SHARK (1943), fast minesweeper (1944); sold 13/10/47, houseboat (1949).
S.307	SGB.7	Denny (Dumbarton)	-do-	3. 2.41	25. 9.41	11. 3.42	Gunfire German surface vessels Seine Bay 19/6/42.
S.308	SGB.8	-do-	-do-	3. 2.41	3.11.41	17. 4.42	GREY WOLF (1943), fast minesweeper (1944); sold 3/2/48.
S.309	SGB.9	-do-	-do-	23. 1.41	14. 2.42	4. 7.42	GREY GOOSE (1943), fast minesweeper (1944), trials vessel (1952/56), mercantile repair hulk (1958), <i>Anserava</i> (19..).

Target/Towing Boats

Ex-MTB: CT.01, 03/04, 06/07, 09/10.

See “MTB-1” class for details except unarmed.

Ex-DCMB: CT.02.

See *DCMB.1* for details.

Ex-MTB: CT.05.

See *MTB.103* for details except unarmed.

Ex-MASB: CT.08.

See under “MASB-1” class for details except unarmed.

Ex-MTB: CT.11.

See under *MTB.100* for details except unarmed.

Ex-HSL: CT.12/15.

Former RAF 64ft harbour service launches.

Ex-MTB: CT.16/17.

Ex-PT.93 & 198

Ex-MTB: CT.18/19.

See under “MTB-69” class for details except unarmed.

Name	Builder	Completed	Fate
Ordered 6/10/37			
BLOODHOUND	Vosper (Ports-mouth)	38	Wrecked Bincleaves 31/1/43.

Machinery contract: Lorraine (France).

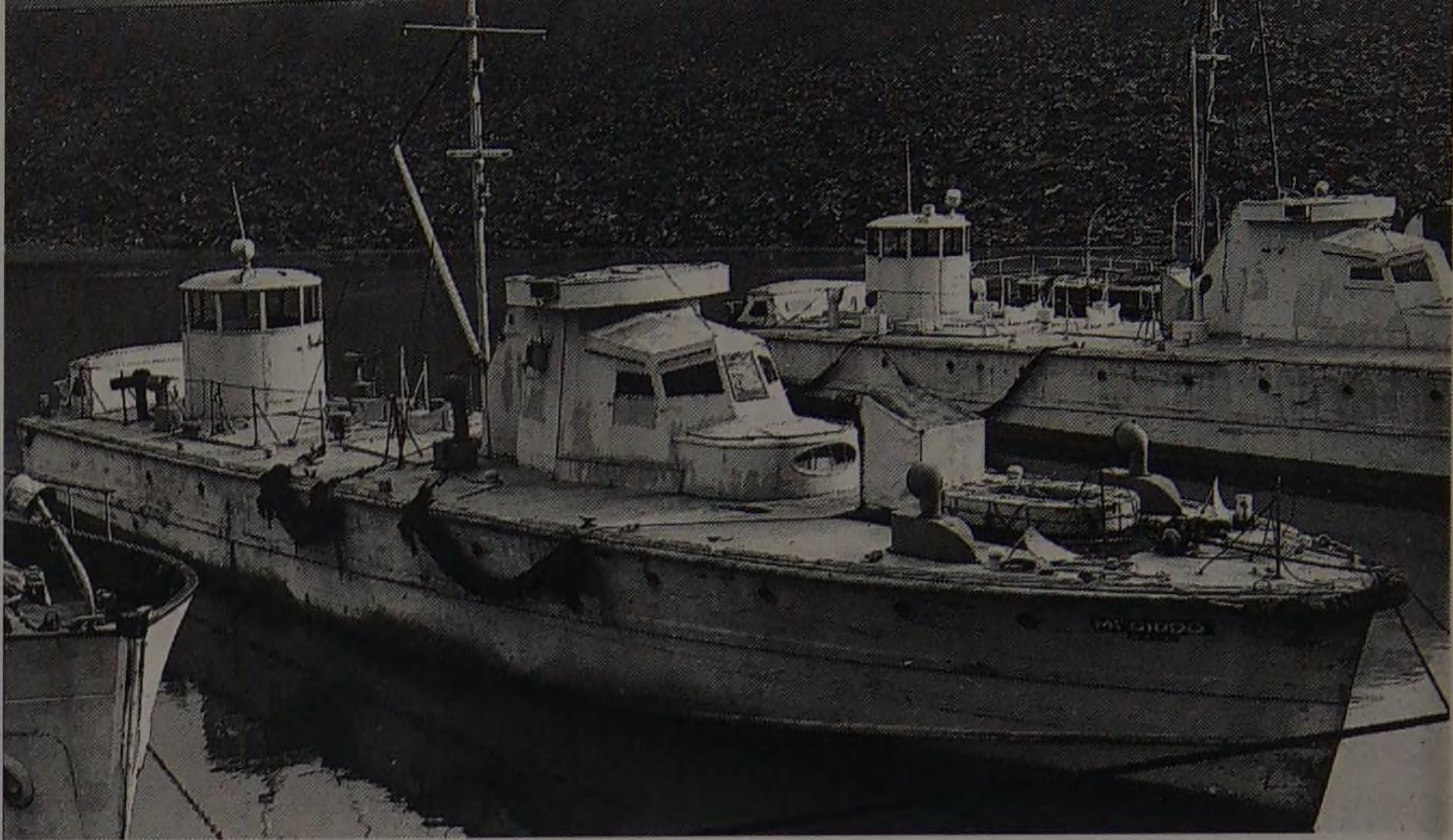
Name	Builder	Completed	Fate
Ordered 27/8/37			
DCMB.1	Thornycroft (Hampton)	23. 5.38	CT.02 (1942)

Machinery contract: Thornycroft (Basingstoke)

Name	Builder	Completed	Fate
Ordered 6/4/39			
DCTB.1	Thornycroft (Hampton)	11. 4.40	QUEEN SWAN 1 (1942); for sale .././46)
DCTB.2	-do-	 6.40	MTB.106 (1940).
DCTB.3	-do-	27. 3.40	QUEEN SWAN 2 (1942); for sale .././46.
DCTB.4	-do-	 6.40	MTB.107 (1940).
Ordered 3/10/41			
DCTB.5	Thornycroft (Hampton)	17. 6.43	QUEEN SWAN 3 (19..), RCB.3 (1949); sold .././52.
DCTB.6	-do-	22. 7.43	QUEEN SWAN 4 (19..), RCB.4 (1949); sold .././52.

Ordered 15/5/42			
QUEEN SWAN 5	Thornycroft (Hampton)	24. 9.43	RCB.5 (1949); sold 7/4/49.
QUEEN SWAN 6	-do-	12.10.43	RCB.6 (1949); sold .././52.
QUEEN SWAN 7	-do-	27.10.43	For sale ../11/47.
QUEEN SWAN 8	-do-	8.11.43	For sale .././48.
QUEEN SWAN 9	-do-	4. 4.44	For sale ../11/47.
QUEEN SWAN 10	-do-	4. 4.44	Expended cause and place unknown <i>ca.</i> .././48.

Machinery contracts: Thornycroft (Basingstoke).



Above: The RASC target towing boat *Meggido* was converted from a Thornycroft MTB. (Thornycroft)

Name	Builder	Completed	Fate
Converted .././42			
CT.01 ex- <i>MAC.1</i> , ex- <i>MTB.1</i> (ii), ex- <i>MTB.7</i> (i)	British Power Boat (Hythe)	5. 4.37	For sale .././48.
CT.02 ex- <i>DCMB.1</i>	Thornycroft (Hampton)	23. 5.38	For sale .././45.
CT.03 ex- <i>MAC.3</i> , ex- <i>MTB.3</i>	British Power Boat (Hythe)	24. 8.36	For sale ../4/45.
CT.04 ex- <i>MAC.4</i> , ex- <i>MTB.4</i>	-do-	22. 9.36	For sale ../4/45.
CT.05 ex- <i>MTB.103</i>	Vosper (Porthmouth)	 6.41	Sold .././47.
CT.06 ex- <i>MAC.6</i> , ex- <i>MTB.19</i> , ex- <i>MTB.13</i> (ii), ex- <i>MTB.7</i> (ii), ex- <i>MTB.1</i> (i)	British Power Boat (Hythe)	17. 5.36	Unserviceable ../11/43.
CT.07 ex- <i>MAC.2</i> , ex- <i>MTB.2</i>	-do-	13. 8.36	For sale ../4/45.
CT.08 ex- <i>MASB.5</i>	British Power Boat (Hythe)	21. 7.39	For sale ../9/45.
CT.9 ex- <i>MTB.14</i>	-do-	25.10.38	Unserviceable ../11/43.
CT.10 ex- <i>MTB.18</i>	-do-	24. 3.39	For sale ../11/44.
CT.11 ex- <i>MTB.100</i> , ex- <i>MMS.51</i>	-do-	28. 4.38	For sale ../1/46.

Machinery contracts:

CT.25 ex- <i>MGB.63</i>	.....	.....	For sale .././45.
CT.26 (i) ex- <i>MTB.58</i>	.....	.....	For sale .././45.
CT.26 (ii) ex- <i>MTB.60</i>	.....	.....	
CT.27 ex- <i>MTB.67</i>	.....	.....	For sale .././45.
CT.28 ex- <i>MTB.65</i>	.....	.....	For sale .././45.
CT.29 ex- <i>HSL.114</i>	.....	.....	For sale ../4/45.
CT.30	.....	.....	Number not used?
CT.31 ex- <i>TM.28</i>	.....	.....	Returned USN ../7/46.
CT.32 ex- <i>TM.29</i>	.....	.....	Returned USN ../4/46.
CT.33 ex- <i>TM.30</i>	.....	.....	Returned USN ../7/46.

Machinery contracts:

Name	Builder	Completed	Fate
Converted .././43			
CT.12 ex- <i>HSL.102</i>	.....	.....	For sale ../4/46.
CT.13 ex- <i>HSL.106</i>	.....	.....	For sale ../1/46
CT.14 ex- <i>HSL.104</i>	.....	.....	For sale ../4/46.
CT.15 ex- <i>HSL.103</i>	.....	.....	ANT (1943); for sale ../5/47.
Acquired .././43			
CT.16 ex- <i>PT.93</i>	Higgins (New Orleans)	30.12.42	Returned USN 2/8/46.
CT.17 ex- <i>PT.198</i>	-do-	7. 1.43	Returned USN 2/8/46.
Converted .././43.			
CT.18 ex- <i>MTB.69</i>	Thornycroft (Hampton)	2. 6.40	For sale ../4/46.
CT.19 ex- <i>MTB.70</i>	-do-	4. 6.40	Houseboat <i>Chrysalis</i> (1946).

Machinery contracts:

Name	Builder	Completed	Fate
Converted .././45			
CT.34 ex- <i>MTB.358</i>	Harland & Wolff (Belfast)	6.11.43	For sale ../7/46.
CT.35 ex- <i>MTB.359</i>	-do-	9.10.43	For sale ../4/46.
CT.36 ex- <i>MTB.361</i>	Morgan Giles (Teignmouth)	5.10.43	For sale ../1/47.
CT.37 ex- <i>MTB.362</i>	-do-	10. 2.44	For sale ../7/46.
CT.38 ex- <i>MTB.353</i>	Vosper (Wivenhoe)	23. 6.43	For sale ../7/46.
CT.39 ex- <i>MTB.354</i>	-do-	7. 9.43	For sale ../1/47.

Machinery contracts:

Name	Builder	Completed	Fate
Converted .././43			
CT.20 ex- <i>HSL.112</i>			For sale .././45.
CT.21 ex- <i>HSL.115</i>			For sale ../8/45.
CT.22 ex- <i>MTB.31</i>			For sale .././46.
CT.23 ex- <i>MTB.34</i>			For sale .././45.
CT.24 ex- <i>MTB.32</i>			For sale .././45.

Name	Builder	Completed	Fate
Converted .././45			
CT.40 ex- <i>MGB.189</i> , ex- <i>PT.203</i>	Higgins (New Orleans)	23. 1.43	Returned USN 3/1/47.
CT.41 ex- <i>MGB.190</i> , ex- <i>PT.205</i>	-do-	25. 1.43	Returned USN 3/1/47.
CT.42 ex- <i>MGB.192</i> , ex- <i>PT.212</i>	-do-	18. 2.43	Returned USN 3/1/47.
CT.43 ex- <i>MGB.180</i> , ex- <i>PT.216</i>	Higgins (New Orleans)	26. 2.43	Returned USN 3/1/47.
CT.44 ex- <i>MTB.531</i>			CT.8044 (1949); for sale .././57.

CT.45 ex-MTB.537			CT.8045 (1949); for sale .././57.
CT.46 ex-MTB.499	British Power Boat (Hythe)	1. 3.45	RCB.2 (1949), CT.8046 (1949); sold 22/10/58.
Converted .././46			
CT.47 ex-MTB.474, ex- MGB.155	British Power Boat (Hythe)	23. 5.44	For sale ../5/47.
CT.48 ex-MTB.481, ex- MGB.462	-do-	28. 6.44	For sale ../5/47.
CT.49 ex-MTB.490	-do-	25. 9.44	For sale ../1/48.

Machinery contracts:

Name	Builder	Completed	Fate
Ordered 18/8/44			
CT.101	White (Cowes)	11.11.47	CT.8101 (1949); sold 22/10/58.

CT.102	-do-	27. 2.48	CT.8102 (1949); sold 20/10/58.
CT.103	-do-	9. 4.48	CT.8103 (1949); sold 3/12/58.
CT.104	-do-	19. 5.48	CT.8104 (1949); sold 22/10/58.

Machinery contracts:

Name	Builder	Completed	Fate
Seized 3/7/40			
B.063	Soc Silbur (Meulan)	35	French Navy VTB.8 (1941); ex-VTB.8, unserviceable ../1/44.
B.064 ex-VTB.10	At & Ch de la Loire (Nantes)	4. 6.40	MGB.98 (1940).
B.065 ex-VTB.11	-do-	4. 6.40	MGB.99 (1940).

Machinery contracts: Lorraine (.....).

Motor Launches

Fairmile “A” class: Nos. 100/111

Displacement: 57 tons.
Dimensions: (pp)/110 (oa) × 17½ × 10½d/4½F 6½A feet.
Machinery: Three shafts, Hall Scott 12cyl (bore 5¾in × 7in stroke) petrol engines BHP 1,800 = 25 knots.
Bunkers & radius: Petrol 1,200 gallons,nm @ ...k.
Armament: One 3pdr, two ·303in AA machine (2×1) guns.
Complement: 16.

Fairmile “B” class: Nos. 112/311, 336/501, 511/600, 801/933, 4001/4004.

Displacement: 85 tons except Nos. 112/123 73 tons.
Dimensions: (pp)/112 (oa) × 18¼ × 11¼d/4½F/6A feet.
Machinery: Two shafts, Hall Scott 12cyl (bore 5¾in × 7in stroke) petrol engines BHP 1,200 = 20 knots.
Bunkers & radius: Petrol 2,300 gallons + 2,700 gallons (deck tanks),nm @ ...k.
Armament: One 3pdr, two ·303in AA machine (2×1) guns.
Complement: 16.

Untraced ML conversions:

Aramco 201 (19...) Taylor Bates & Jones (.....) C .././42 107¾ × 18 × 10d/.... 2 × Hall Scot (bore 5¾in × 7in stroke)
Awa (19...) Halvorsen (Sydney) C .././43 108¼ × 18 ×d/.... feet R/E Chrysler ML.809/810 or 817/825?
Cairdeas (19...) Fellows & Stewart (Terminal Island) C .././43 108¾ × 18¼ × 9½d/.... feet R/E Caterpillar?
Calderon (19...) Brooke Marine (Lowestoft) C .././42 108/110½ × 16½ × 9½d/6½ feet R/E Crossley?
Channel Belle (19...) = *Wallasey Belle* (1950) = *Channel Belle* (1954) Johnson & Jago (Leigh-on-Sea) C .././44 108¼ × 17¾ × 10d/.... feet R/E Gray ML.903 or 909 or 911 or 923?
Chantek (19...) Curtis (Looe) C .././42 106¾ × 17¾ × 9½d/.... feet R/E Thornycroft ML.480 or 481 or 490 or 513 or 530 or 533 or 539 or 556 or 557?
Clermont (19..) (UK) C .././44 108 × 18 × 9¾d/.... feet R/E Gray



Above: Unidentified Fairmile “A” motor launch as completed with designed armament of one 3pdr and three twin ·303in AA Lewis machine guns.

Coastal Queen Greavette (Gravenhurst) C .././42 107½ × 17¾ × 9½d/.... feet Hercules 6cyl (bore 4¼in × 4¾in stroke) ML.077 or 078 or 089 or 090?
Cyrius (19...) Taylor (Toronto) C .././41 107½ × 18¼ × 7½d/.... feet R/E GM ML.052 or 053?
Duc d’Orleans (19...) Mac Craft (Sarnia) C .././44 105½ × 18 ×d/6¼ feet R/E GM ML.105 or 115?
Dumbo (1947) Hall (Glampton) C .././41 106¾ × 17¾ × 9½d/.... feet R/E DP
Gay Commodore (19...) = *Shellex III* (19...) Mashford (Cremyll) C .././41 106¾ × 17¾ × 9½d/.... feet R/E GM ML.213 or 255?
Golden Galleon (19...) (.....) C .././.. 107½ × 17¾ × 9¾d/.... feet R/E Gray
Great Scott (1950) Tough (Teddington) C .././43 106¾ × 17¾ × 9½d/.... feet R/E Gray
Haeramai Star (19...) Green Point (Concord) C .././43 108 × 18 ×d/7 feet R/E DP ML.424/429 or 431 or 801/808?
Hena (19...) Lady Bee (Isleworth) C .././43 112½ × 21 × 7¾d/.... feet R/E Kaeble?
Inshore Fisherman (1950) Le Blanc (Weymouth) C .././43 107¾ × 18 ×d/7 feet R/E Cummins
Irois Bay (1946) (England) C .././42 112 × 17¾ × 10½d/6¾ feet R/E Perkins
Island Princess (19...) Dickie (Tarbert) C .././41 111¾ × 18 ×d/7¼ feet R/E Gray

Jannicke (19...) Thornycroft (Woolston) C/42 106½ × 17¾ × 9¾d/.... feet R/E DE ML.158 or 195 or 260 or 343?

Jervis Express (19...) Annapolis C/42 108 × 18¼ × 9½d/.... feet R/E GM

Kerang (19...) Robertson (Sandbank) C/42 106¾ × 17¾ × 9½d/.... feet R/E Thornycroft ML.454?

Laloun (19...) = *Sleek* (1943) (.....) C/43 106 × 18 × 9½d/.... feet R/E GM

Moneka (19...) (UK) C/.. 112 × 18 × 12d/.... feet R/E National Supply

Radel II (19...) Midland C/41 107½ × 18¼ ×d/7½ feet 2 × Gray 6cyl (bore 4½in × 5in stroke) ML.050/051?

Raiya (19...) (.....) C/.. 112 × 18 ×d/7 feet R/E GM ML.167?

Rodco (1951) Minett Shields (Bracebridge) C/.. 107¾ × 18¼ ×d/7¼ R/E GM

Ruxley (19...) = *Aigrette* (19...) Austins (Barking) C/45 112 × 17¾ ×d/5½ feet R/E Paxman ML.925 or 933?

St Anthony of Padua (19...) (UK) C/42 106¾ × 17¾ × 9½d/.... feet 2 × Hall Scott 12cyl (bore 5¾in × 7in stroke)

St Valery (19...) = *Elsewhere* (19...) = *Aspara* (19...) Johnson & Jago (Leigh) C 1942 113/121 × 17¾ × 10d/ 4½ feet R/E GM

San Gaetano (19...) (UK) C/41 C 106¾ × 17¾ × 9½d/.... feet 2 × Hall Scott 12cyl (bore 5¾in × 12in stroke)

Schipa (19...) Austins (Barking) C/41 108 × 18 × 9¾d/.... feet R/E Gray.

Siluro (UK) C/44 114¼ × 18¼ × 10½d/.... feet R/E MAN?

Silver Arrow (UK) C/42 112 × 17¾ × 11¼d/.... feet R/E GM

Skeandhu (.....) C/.. 108½ × 18 × 8d/.... feet R/E Gray.

Suzette No. 1 (19...) Hunter (Orillia) C/42 107½ × 18 × 8d/.... feet R/E GM ML.092 or 093?

Tundra (England) C/43 112 × 18 × 9½d/.... feet R/E Gray

Wesco No. 50 (19...) = *Pacific Laurel* (1952) Rice (.....) C/42 108½ × 18 × 9½d/.... feet R/E NH & G

Zolateta (Jamaica) 112 × 17 × 9d/.... feet R/E Caterpillar ML.858/859?

Zootan (1948) = *Heller* (1948) Miller (St Monance) 106¾ × 17¾ × 9½d/.... feet R/E GM ML.904 or 910 or 914 or 924?

Name	Builder	Completed	Fate
Ordered 27/7/39			
ML.100	Woodnutt (St Helens)	19. 5.40	Sold ../10/47.
Ordered 22/9/39			
ML.101	J A Silver (Rosneath)	28. 5.40	Mercantile <i>Firebird</i> (1947).
ML.102	Woodnutt (St Helens)	15. 6.40	Mercantile <i>Carlyle</i> (1947).
ML.103	Brooke Marine (Oulton Broad)	28. 6.40	Mined Dover Strait 24/8/42.
ML.104	A M Dickie (Bangor)	28. 6.40	Sold ../47.
ML.105	F Curtis (Looe)	8. 7.40	Sold ../5/46.
ML.106	A Robertson (Sandbank)	5. 7.40	Sold ../1/47.
ML.107	Sussex Shipbuilding (Shoreham)	30. 6.40	Sold ../8/47.
ML.108	J N Miller (St Monance)	4. 7.40	Mined English Channel 5/9/43.
ML.110	Aldous (Brightlingsea)	24. 7.40	Sold ../8/46.
ML.111	J A Silver (Rosneath)	27. 7.40	Mined off Humber 25/11/40.

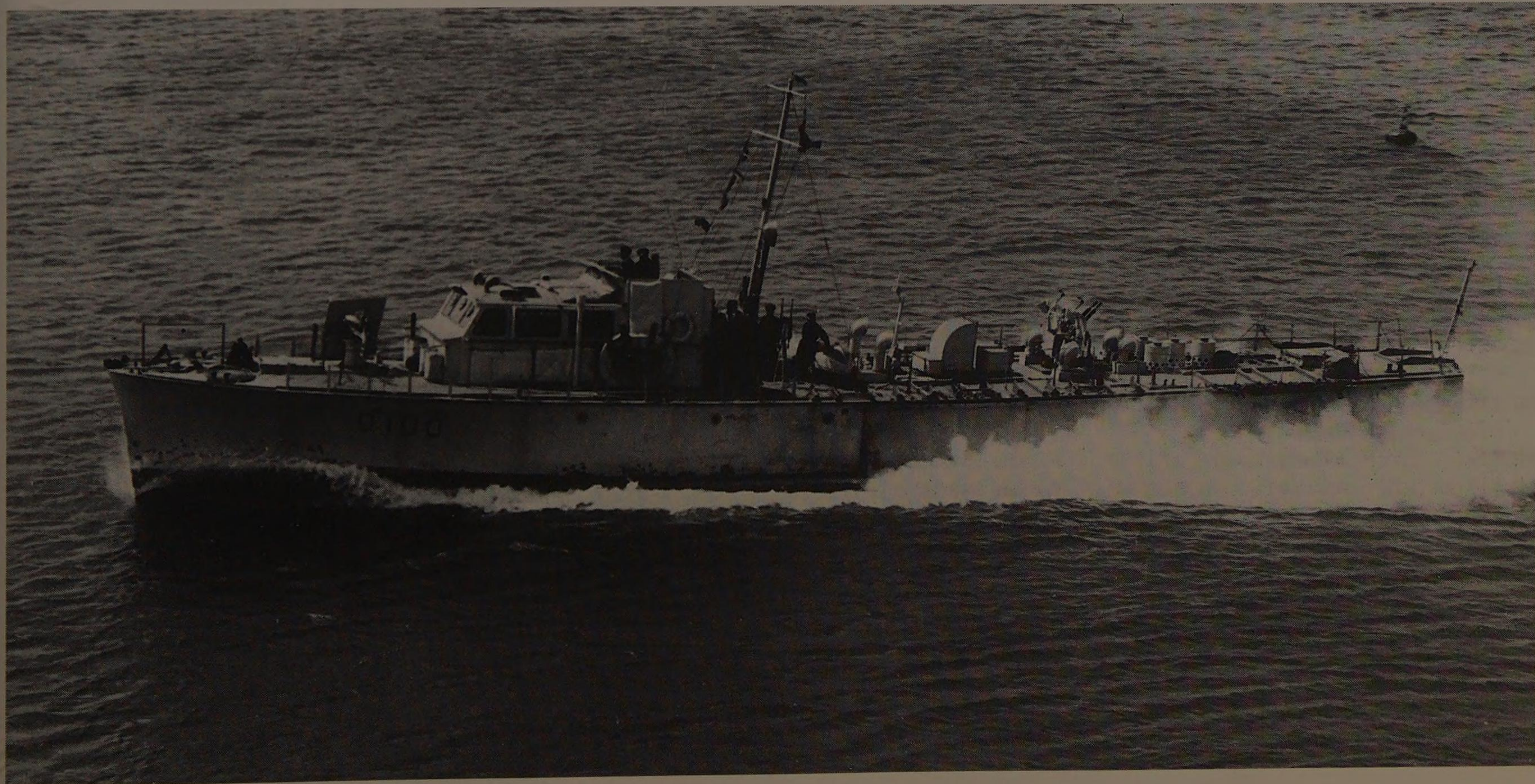
Machinery contracts: Hall Scott (Berkeley).

Name	Builder	Completed	Fate
Ordered 3/1/41			
ML.050	Midland Boat Works	18.11.41	RCN; for sale 8/7/45.
ML.051	-do-	24.11.41	RCN; for sale 23/6/45.
ML.052	Taylor (Toronto)	31.10.41	RCN, French Navy GALANTRY (1943); for sale 25/7/45.
ML.053	-do-	17.11.41	RCN; for sale 10/6/45.
ML.054	Greavette (Gravenhurst)	17.10.41	RCN; for sale 8/7/45.
ML.055	-do-	6.11.41	RCN; for sale 10/6/45.
ML.056	-do-	24.11.41	RCN; for sale 10/6/45.
ML.057	Minette-Shields (Bracebridge)	28.10.41	RCN; for sale 8/7/45.
ML.058	-do-	24.11.41	RCN; for sale 14/7/45.
ML.059	-do-	25. 5.42	RCN; for sale 27/5/46.
ML.060	Hunter (Orillia)	1.11.41	RCN; for sale 17/6/45.
ML.061	-do-	11.11.41	RCN; for sale 7/5/46.
ML.062	Mac Craft (Sarnia)	18. 4.42	RCN, French Navy LANGLADE (1943/45), WOLF (PTC.762 – 1949); sold ca../59.
ML.063	-do-	18. 4.42	RCN, French Navy COLOMBIER (1943/45); for sale 25/7/45.
ML.064	Le Blanc (Weymouth)	15. 5.42	RCN; for sale 17/6/45.
ML.065	-do-	15. 5.42	RCN; for sale 14/7/45.
ML.066	Vancouver Shipyard	6. 3.42	RCN; for sale 12/10/45.
ML.067	-do-	27. 3.42	RCN, mercantile <i>Stranger II</i> (1946).
ML.068	A C Benson (Vancouver)	7. 3.42	RCN, mercantile <i>Salvor</i> (1948), <i>ST & S</i> (1948), <i>Marine Freight No. 1</i> (1948), <i>Sechelt Narrows</i> (1950), <i>Miss Linda</i> (1955).
ML.069	-do-	28. 3.42	RCN; for sale 6/10/45, mercantile <i>Harwood</i> (19..), <i>Casa Mia</i> (19..)?
ML.070	Star Shipyard (New Westminster)	14. 3.42	RCN, mercantile <i>Machigonne</i> (1945).
ML.071	-do-	15. 4.42	RCN, mercantile <i>Gulf Wing</i> (1945).
ML.072	Grew Boats (Penetanguishene)	24.11.41	RCN; for sale 17/7/45.
ML.073	-do-	24.11.41	RCN; for sale 17/7/45.
Ordered 22/7/41			
ML.074	Minette-Shields (Bracebridge)	26. 5.42	RCN; for sale 23/6/45.
ML.075	-do-	22. 6.42	RCN; for sale 17/7/45.
ML.076	-do-	22. 6.42	RCN; for sale 17/7/45.
ML.077	Greavette (Gravenhurst)	2. 6.42	RCN; for sale 17/7/45.
ML.078	-do-	2. 6.42	RCN; for sale 17/7/45.
ML.079	Taylor (Toronto)	27. 5.42	RCN, RACCOON (PTC.779 – 1949); sold ca../59.
ML.080	-do-	17. 6.42	RCN; for sale 13/6/45.
ML.081	Midland Boat Works	27. 5.42	RCN; for sale 15/6/45.
ML.082	-do-	27. 5.42	RCN; for sale damaged ../1/45.
ML.083	Le Blanc (Weymouth)	25. 5.42	RCN; for sale 13/6/45.
ML.084	-do-	18. 6.42	RCN; for sale 15/6/45.
ML.085	Hunter (Orillia)	13. 6.42	RCN; for sale 13/6/45.
Ordered 16/2/42			
ML.086	Taylor (Toronto)	26.10.42	RCN; for sale 30/6/45.
ML.087	-do-	9.11.42	RCN; for sale 29/6/45.

ML.088	-do-	10. 5.43	RCN; for sale 22/6.45.	ML.111	Le Blanc (Wey-	9. 9.43	RCN, MOOSE (PTC.711 –
ML.089	Greavette	15.10.42	RCN; for sale 29/6/45.		mouth)		1949); sold ca.././56.
	(Gravenhurst)			ML.112	Taylor (Toronto)	25.10.43	RCN, RCMP FORT WALSH
ML.090	-do-	19.11.42	RCN; for sale 9/7/45.				(1945).
ML.091	-do-	17. 5.43	RCN; for sale 14/7/45.	ML.113	-do-	20.11.43	RCN; for sale 21/7/45.
ML.092	Hunter (Orillia)	2.11.42	RCN; for sale 22/6/45.	ML.114	Greavette	23.11.43	RCN, RCMP FORT SELKIRK
ML.093	-do-	2.11.42	RCN; for sale 1/7/45.		(Gravenhurst)		(1945).
ML.094	Midland Boat	19.11.42	RCN; for sale 23/6/45.	ML.115	Mac Craft	16.11.43	RCN; for sale 21/7/45.
	Works				(Sarnia)		
ML.095	-do-	12. 5.43	RCN; for sale 1/7/45.	ML.116	Hunter (Orillia)	12. 7.44	RCN, REINDEER (PTC.716 –
ML.096	Minette-Shields	9.11.42	RCN; for sale 30/6/45.				1949), mercantile <i>Supertrader</i>
	(Bracebridge)						(1954).
ML.097	-do-	16.11.42	RCN; for sale 29/6/45.	ML.117	Grew Boats	16.11.43	RCN, RCMP FORT STEEL
ML.098	Grew Boats	7.11.42	RCN, mercantile <i>Le St</i>		(Penetanguish-		(1945).
	(Penetanguish-		<i>Barnabe</i> (1945).	ML.118	Midland Boat	6.11.43	RCN; for sale 23/7/45.
	ene)				Works		
ML.099	-do-	7.11.42	RCN, mercantile <i>Dipedon</i>	ML.119	Minette-Shields	16.11.43	RCN, RCMP FORT PITT
			(1945).		(Bracebridge)		(1945).
ML.100	-do-	7.11.42	RCN; for sale 7/7/45.				
ML.101	Mac Craft	7.11.42	RCN, mercantile <i>Edmar</i>	ML.120	Le Blanc (Wey-	27. 1.44	RCN, mercantile <i>Osceola</i>
	(Sarnia)		(1945).		mouth)		(1945).
ML.102	-do-	14.11.42	RCN; for sale 22/6/45.	ML.121	-do-	17. 4.44	RCN, PTC.721 (1949); sold
ML.103	-do-	18.11.42	RCN; for sale 7/7/45.				ca.././53.
Ordered ../10/42				ML.122	Vancouver	17. 5.44	RCN, mercantile <i>Malibu Tyee</i>
ML.104	Mac Craft	4. 8.43	RCN, COUGAR (PTC.704 –		Shipyards		(1945).
	(Sarnia)		1949); sold ca.././59.	ML.123	-do-	17. 5.44	RCN, mercantile <i>Malibu</i>
ML.105	-do-	5. 9.43	RCN; for sale 15/9/45.				<i>Marlin</i> (1945).
ML.106	Grew Boats	28. 8.43	RCN, BEAVER (PTC.706 –	ML.124	-do-	30. 6.44	RCN, ELK (PTC.724 – 1949);
	(Penetanguish-		1949); sold ca.././59.				sold ca.././58.
	ene)			ML.125	Star Shipyards	22. 7.44	RCN, mercantile <i>Malibu</i>
ML.107	-do-	11. 9.43	RCN; for sale 15/9/45.		(New West-		<i>Tilikum</i> (1945).
ML.108	Midland Boat	13. 8.43	RCN; for sale 14/7/45.		minster)		
	Works			ML.126	-do-	7. 8.44	RCN, mercantile <i>Princess</i>
ML.109	Hunter (Orillia)	23. 8.43	RCN; for sale 14/7/45.				<i>Malibu</i> (1945).
ML.110	Minette-Shields	7. 8.43	RCN; for sale 9/7/45.	ML.127	-do-	27. 9.44	RCN, mercantile <i>Chief Malibu</i>
	(Bracebridge)						(1945).
				ML.128	A C Benson	29. 7.44	RCN, mercantile <i>Princess</i>
					(Vancouver)		<i>Louisa Inlet</i> (1945).
				ML.129	-do-	16.10.44	RCN, mercantile <i>Malibu Inez</i>
							(1945).

Below: *ML.100* was converted to a minelayer with the funnel removed, the 3pdr gun moved forward, twin .303in AA machine guns on each side aft of the bridge, a twin .5in AA machine gun mounting aft, and provision to stow six ground mines on each side amidships. (Admiralty)

Machinery contracts: Nos. 050/111 Hall Scott (Berkeley) Nos. 112/129 Hercules (.....).



Name	Builder	Completed	Fate				
Ordered 22/9/39				ML.146	-do-	1. 3.41	For sale ../10/45.
ML.112	Woodnut (Bembridge)	22. 9.40	Sold 27/2/46.	ML.147	Brooke Marine (Oulton Broad)	12.40	Damaged cause unknown off Portsmouth 3/11/44 & written-off as constructive total loss.
ML.113	Tough (Teddington)	12. 8.40	Mercantile <i>Pendennis</i> (1946).	ML.148	Sussex Ship- building (Shore- ham)	10.12.40	ML(A).2 (1945/46); sold ../..46.
ML.114	Brooke Marine (Oulton Broad)	24. 8.40	For sale ../..46.	ML.149	Vosper (Portsmouth)	20. 2.41	ML(A).3 (1945/46); sold ../..46.
ML.115	Solent Shipyard (Sarisbury Green)	18. 9.40	Sold ../10/46.	ML.150	Sheerness Dock- yard	6. 3.41	Sold ../3/48.
ML.116	A M Dickie (Tarbert)	14. 9.40	For sale ../4/46.	ML.151	-do-	25. 2.41	For sale ../10/45.
ML.117	Lady Bee (Isle- worth)	26.10.40	Mercantile <i>Savourna</i> (1959).	ML.152	P K Harris (Appledore)	18.12.40	ML(A).4 (1945/46); for sale ../6/46.
ML.118	Sussex Ship- building (Shore- ham)	7.10.40	Mercantile <i>Marandis</i> (1946).	ML.153	H J Percival (Horning)	19. 1.41	Mercantile <i>Ginasal</i> (1946).
ML.119	A Robertson (Sandbank)	12. 9.40	SAN (1945); for sale ../..45.	ML.154	J A Silver (Dum- barton)	5.11.40	ML.2154 (19..), SQUIRREL (1956); scrapped ../6/58.
ML.120	Aldous (Bright- lingsea)	8.10.40	Mercantile <i>Onetwenty</i> (1947).	ML.155	Woodnutt (Bem- bridge)	11.12.40	ML.2155 (19..); sold ../..61.
ML.121	J A Silver (Dum- barton)	12. 9.40	Sold Egypt ca../..47.	ML.156	Wallasea Bay Yacht	18.12.40	Gunfire German shore batteries St Nazaire 28/3/42 & scuttled.
ML.122	A M Dickie (Bangor)	16.10.40	RNN (1940/41); for sale ../10/45.	ML.157	Thornycroft (Hampton)	9.10.40	Sold ../2/46.
ML.123	F Curtis (Looe)	 5.41	French Navy ST RONAN (1941/42); sold ../..46.	ML.158	Thornycroft (Woolston)	5. 6.41	Sold 27/2/46.
ML.124	A M Dickie (Tarbert)	13.11.40	For sale ../10/47.	ML.159	J N Miller (St Monance)	23.11.40	Sold ../2/46.
Ordered 8/1/40				ML.160	A Robertson (Sandbank)	27.12.40	Bombed German aircraft Brixham 6/5/42.
ML.125	J S Doig (Grims- by)	9.11.40	RNN (1940/41); for sale ../10/45.	ML.161	F Curtis (Looe)	10. 4.41	RNethN (1944/46); sold ../..46.
ML.126	J N Miller (St Monance)	19. 9.40	Torpedoed German sbmarine U..... off west coast of Italy 27/11/43.	ML.162	A M Dickie (Bangor)	3.12.40	RNethN (1944/46); sold ../9/46.
ML.127.	Brooke Marine (Oulton Broad)	7.11.40	Mined Thames estuary 22/11/40.	ML.163	L Robinson (Oulton Broad)	12. 2.41	Mercantile <i>Armanda</i> (1947).
ML.128	P K Harris (Appledore)	10.40	RNN (1940/41); for sale ../1/46.	ML.164	Boat Construc- tion (Falmouth)	18.12.40	RNethN (1944/46); sold ../9/46.
ML.129	Mashford (Crem- yll)	14.10.40	Bombed Italian aircraft off Cap Bon 22/3/42.	ML.165	Kris Cruisers (Isleworth)	10.12.40	For sale ../10/45.
ML.130	F Curtis (Looe)	9.10.40	Gunfire German MTBs off Malta 7/5/42.	ML.166	J W & A Upham (Brixham)	1.1.41	RASC HAMBLEDON (1945); for sale ../5/47.
ML.131	-do-	27.11.40	Sold ../3/47.	ML.167	-do-	 1.41	RASC IFFLEY (1945), mercantile <i>Raiya</i> (19..)?
ML.132	Itchenor Ship- yard	9.11.40	Bombed Italian aircraft off Bône 21/3/42 & interned following day.	ML.168	W Weatherhead (Cockenzie)	23.11.40	For sale ../5/46.
ML.133	Lady Bee (Isle- worth)	12.12.40	Burnt-out off west coast of Scotland 11/5/43.	ML.169	W King (Burn- ham)	27.11.40	Burnt-out Gibraltar 15/2/42.
ML.134	Solent Shipyard (Sarisbury Green)	29.10.40	Mercantile <i>Hamza</i> (1947).	ML.170	Aldous (Bright- lingsea)	 1.41	For sale ../5/46.
ML.135	Dorset Yacht (Hamworthy)	10.10.40	SAN (1945); sold Malta ../11/46.	ML.171	Tough (Teddington)	21.10.40	RASC RICHMOND (1945); for sale ../5/47.
ML.136	A Robertson (Sandbank)	26.11.40	RNethN RI.1 (1947), Y.861 (1950), P.861 (1953).	ML.172	F Curtis (Par)	16. 3.41	For sale ../5/46.
ML.137	Boat Construc- tion (Falmouth)	26.11.40	For sale ../10/45.	ML.173	-do-	17. 1.41	For sale ../5/46.
ML.138	Aldous (Bright- lingsea)	19.11.40	RNethN (1945/53); sold	ML.174	W Osborne (Littlehampton)	12.40	For sale ../5/46.
ML.139	F Curtis (Looe)	17.12.40	For sale ../10/45.	ML.175	J A Silver (Dum- barton)	20. 1.41	For sale ../5/46.
ML.140	-do-	31. 1.41	For sale ../10/45.	ML.176	Solent Shipyard (Sarisbury Green)	12.40	For sale ../5/46.
ML.141	Mashford (Crem- yll)	23.12.40	For sale ../10/45.	ML.177	Wallasea Bay Yacht	12.40	Gunfire German shore batteries St Nazaire 28/3/42.
ML.142	Brooke Marine (Oulton Broad)	26.11.40	Mercantile <i>Tregarth</i> (1946).	ML.178	L Robinson (Tewkesbury)	24. 6.41	Sold ../..46.
ML.143	F Curtis (Looe)	13. 2.41	RNethN (1945/46), mercantile <i>Gay Tulip</i> (1946).	ML.179	S B Hall (Glamp- ton)	16. 2.42	Sold ../2/46.
ML.144	Dorset Yacht (Hamworthy)	12.11.40	Mined off Dungeness 22/9/41.	ML.180	Collins (Lowes- toft)	18. 2.41	Mercantile <i>Matapan</i> (1948).
ML.145	F Curtis (Looe)	25. 3.41	ML(A).1 (1945/46); sold ../..46.	ML.181	J Sadd (Maldon)	24. 1.41	RNethN RI.2(1945), Y.862 (1950), P.862 (1953).

ML.182	L Robinson (Tewkesbury)	2. 8.41	French Navy (1942); sold ..2/46.	ML.218	W Weatherhead (Cockenzie)	17. 3.41	For sale ..9/45.
ML.183	A M Dickie (Bangor)	10. 2.41	Collision East Pier Dieppe 11/2/45.	ML.219	W Osborne (Littlehampton)	17. 5.41	Wrecked near Stornoway 21/11/41 & written-off as constructive total loss.
ML.184	P K Harris (Appledore)	10. 2.41	Sold ..3/46.	ML.220	Tough (Tedding-ton)	 2.41	ML.2220 (19..); sold 20/8/56.
ML.185	J Taylor (Chertsey)	20. 5.41	Sold ..3/46.	ML.221	W King (Burnham)	24. 2.41	ML.2221 (19..), SCC Connahs Quay – 1958).
ML.186	Brooke Marine (Oulton Broad)	28. 1.41	Sold ..3/46.	ML.222	J S Doig (Grimsby)	20. 4.41	ML.2222 (19..); for sale ..../56.
ML.187	Boat Construction (Falmouth)	11. 2.41	Sold Singapore 11/6/47.	ML.223	A Robertson (Sandbank)	 5.41	ML.6002 (1949), ML.2223 (19..), Nigerian Navy CALABAR (1959).
ML.188	A M Dickie (Tarbert)	25. 3.41	For sale Freetown ..11/45.	ML.224	Wallasea Bay Yacht	13. 3.41	For sale ..3/46.
ML.189	Dorset Yacht (Hamworthy)	4. 2.41	Sold Singapore 11/6/47.	ML.225	Aldous (Brightlingsea)	25. 4.41	RASC MAPLE DURHAM (1945); for sale ..10/45.
ML.190	Solent Shipyard (Sarisbury Green)	19. 3.41	For sale ..10/45.	ML.226	Boat Construction (Falmouth)	8. 4.41	For sale Freetown ..11/45.
ML.191	Itchenor Shipyard	15. 5.41	Burma RNVR (1945); for sale ..6/46.	ML.227	Austins (Barking)	21. 5.41	Mercantile <i>Syrinx</i> (1947).
ML.192	Southampton Steam Joinery	1. 8.41	French Navy (1942); gunfire German shore batteries St Nazaire 28/3/42.	ML.228	Tough (Tedding-ton)	15. 4.41	For sale Freetown ..11/45.
ML.193	H J Percival (Horning)	27. 3.41	Sold Singapore 11/6/47.	ML.229	Dorset Yacht (Hamworthy)	7. 4.41	For sale ..11/45.
ML.194	Johnson & Jago (Leigh-on-Sea)	29. 1.41	Sold Singapore 11/6/47.	ML.230	Brooke Marine (Oulton Broad)	28. 3.41	Collision off Ceylon 17/8/45.
ML.195	Thornycroft (Hampton)	21. 1.41	Sold ..3/47.	ML.231	Sussex Shipbuilding (Shoreham)	19. 5.41	For sale Freetown ..11/45.
ML.196	J N Miller (St Monance)	1. 2.41	ML.2196 (19..), SCC LORD NELSON (Norwich – 1958).	ML.232	J A Silver (Rosneath)	 4.41	RHN DOMAKOS (1945); scrapped ..../47.
ML.197	A Robertson (Sandbank)	24. 2.41	Mercantile <i>Cory 3</i> (1946).	ML.233	P K Harris (Appledore)	31. 3.41	RNN (1941); for sale ..10/45.
ML.198	Woodnut (Bembridge)	18. 3.41	Mercantile <i>Cory 4</i> (1946).	ML.234	A M Dickie (Tarbert)	15. 9.41	RASC MARLOW (1945); for sale ..../45.
ML.199	Tough (Tedding-ton)	19.12.40	Sold ..8/46.	ML.235	A M Dickie (Bangor)	27. 5.41	Mercantile <i>Pauline</i> (1946).
ML.200	J A Silver (Rosneath)	22. 2.41	For sale Trincomalee ..1/46.	ML.236	J W & A Upham (Brixham)	9. 6.41	For sale ..2/46.
ML.201	-do-	27. 3.41	Sold Singapore 11/6/47.	ML.237	-do-	22. 5.41	ML.2237 (19..); expended gunfire target place unknown 8/10/52.
ML.202	Lady Bee (Isleworth)	15. 3.41	Sold Trincomalee ..2/46.	ML.238	A Robertson (Sandbank)	14.11.41	Italian Navy (1946).
ML.203	J N Miller (St Monance)	24. 6.41	For sale ..10/45.	ML.239	Solent Shipyard (Sarisbury Green)	22. 5.41	RASC MARSH (1945); for sale ..10/45.
ML.204	Risdon Beazley (Northam)	27. 2.41	Burma RNVR (1945); for sale ..../46.	ML.240	Thompson & Balfour (Bo'ness)	9. 4.41	Italian Navy (1946).
ML.205	J Taylor (Chertsey)	28. 6.41	French Navy OUESSANT (1942); for sale ..../46.	ML.241	F Curtis (Looe)	19. 5.41	For sale ..10/45.
ML.206	Aldous (Brightlingsea)	5. 3.41	Hampton Sea Scouts (1946).	ML.242	-do-	28. 5.41	Burnt-out off Freetown 29/11/42 & written-off as constructive total loss.
ML.207	Johnson & Jago (Leigh-on-Sea)	11. 3.41	Sold ..3/46.	ML.243	W Weatherhead (Cockenzie)	26. 5.41	For sale ..1/46.
ML.208	Risdon Beazley (Northam)	12. 3.41	RNN (1941/42); for sale ..10/45.	ML.244	H J Percival (Horning)	3. 7.41	French Navy Ved.101 (1943).
ML.209	J Taylor (Chertsey)	25. 8.41	For sale Freetown ..11/45.	Ordered 21/5/40			
ML.210	W Osborne (Littlehampton)	7. 4.41	RNN (1941); mined off Dieppe 15/2/44.	ML.245	Sheerness Dockyard	14. 7.41	French Navy ST GUENOLE (1941/42); sold Singapore 11/6/47.
ML.211	Brooke Marine (Oulton Broad)	3. 3.41	Sold ..../47.	ML.246	-do-	21. 7.41	French Navy ST IVES (1941/42), Burma RNVR (1945); for sale ..1/46.
ML.212	A M Dickie (Bangor)	5. 3.41	Mercantile <i>Yvonne II</i> (1946).	ML.247	J W & A Upham (Brixham)	19. 7.41	French Navy ST ALAIN (1941/42), Burma RNVR (1945); for sale ..1/46.
ML.213	Mashford (Cremyll)	11. 4.41	For sale ..11/45.	ML.248	Brooke Marine (Oulton Broad)	 4.41	ML.2248 (19..); sold 3/7/54.
ML.214	Kris Cruisers (Isleworth)	10. 3.41	Sold Singapore 11/6/47.	ML.249	Wallasea Bay Yacht	27. 4.41	RASC MOLESEY (i) (1945); for sale ..10/45.
ML.215	Cardnell (Marylandsea)	7. 5.41	Sold ..../47.	ML.250	F Curtis (Par)	11. 7.41	ML.2250 (19..); sold ..../62.
ML.216	Lady Bee (Isleworth)	28. 5.41	Mined North Sea 19/9/44 & foundered in tow 28/9/44.				
ML.217	A M Dickie (Tarbert)	 5.41	ML.2217 (19..), Nigerian Navy SAPELE (1959).				

ML.251	F Curtis (Looe)	 7.41	Collision off west coast of Africa 6/3/43.	ML.288	Cardnell (Mary-landsea)	19. 8.41	Foundered off Hartlepool 11/10/41.
ML.252	Southampton Steam Joinery	17. 2.41	Mercantile <i>Cheriton</i> (1946).	ML.289	Wallasea Bay Yacht	15. 8.41	For sale Freetown ../11/45.
ML.253	J Sadd (Maldon)	5. 5.41	For sale ../10/45.	ML.290	Brooke Marine (Oulton Broad)	18. 9.41	Sold Freetown ../12/45.
ML.254	S B Hall (Glamp-ton)	8. 5.41	For sale ../10/45.	ML.291	W Osborne (Littlehampton)	30. 9.41	For sale ../10/45.
ML.255	Mashford (Crem-yll)	18. 7.41	For sale ../12/45.	ML.292	Mashford (Crem-yll)	30.10.41	Mined place unknown 19/6/44 & written-off as constructive total loss.
ML.256	F Curtis (Looe)	25. 6.41	For sale ../4/47.	ML.293	Dorset Yacht (Hamworthy)	10. 9.41	For sale .././45.
ML.257	-do-	 8.41	For sale ../10/45.	ML.294	J Sadd (Maldon)	25. 8.41	For sale ../10/45.
ML.258	Dorset Yacht (Hamworthy)	28. 5.41	Mined off Rimini 16/9/44.	ML.295	F Curtis (Looe)	21.10.41	RHN DOLIANA (1946/52), ML.2295 (1952); sold 25/1/56.
ML.259	L Robinson (Oulton Broad)	3. 7.41	Sold ../7/46.	ML.296	Dorset Yacht (Hamworthy)	8.10.41	For sale Freetown ../11/45.
ML.260	Thornycroft (Hampton)	22. 5.41	RNethN (1945/46); for sale ../9/46.	ML.297	S B Hall (Glamp-ton)	10. 9.41	For sale ../1/46.
ML.261	Boat Construc-tion (Falmouth)	11. 6.41	For sale Freetown ../11/45.	ML.298	Dorset Yacht (Hamworthy)	21.11.41	Gunfire German shore batteries St Nazaire 28/3/42.
ML.262	Collins (Lowes-toft)	18. 6.41	French Navy (1942); gunfire German shore batteries St Nazaire 28/3/42.	ML.299	Lady Bee (Isle-worth)	4.12.41	For sale .././46.
ML.263	P K Harris (Appledore)	10. 6.41	For sale Freetown ../11/45.	ML.300	W Weatherhead (Cockenzie)	30. 9.41	For sale ../10/45.
ML.264	Johnson & Jago (Leigh-on-Sea)	20. 5.41	Sold ../11/46.	ML.301	Aldous (Bright-lingsea)	2.12.41	Explosion & burnt-out Freetown 9/8/42.
ML.265	Risdon Beazley (Northam)	30. 5.41	Burnt-out Freetown 1/7/44.	ML.302	W King (Burn-ham)	6. 9.41	French Navy Ved.104 (1943).
ML.266	W King (Burn-ham)	19. 5.41	French Navy Ved.103 (1943).	ML.303	J N Miller (St Monance)	14.10.41	French Navy (1942); sold Trincomalee ../2/46.
ML.267	Solent Shipyard (Sarisbury Green)	25. 7.41	French Navy (1941); gunfire German shore batteries St Nazaire 28/3/42.	ML.304	P K Harris (Appledore)	8.10.41	For sale ../10/45.
ML.268	Dorset Yacht (Hamworthy)	17. 7.41	French Navy (1941); gunfire German shore batteries St Nazaire 28/3/42.	ML.305	Johnson & Jago (Leigh-on-Sea)	 9.41	Sold Freetown ../1/46.
ML.269	W Weatherhead (Cockenzie)	28. 7.41	French Navy ST BENIQUET (1942), Burma RNVR (1945); for sale ../12/45.	ML.306	Solent Shipyard (Sarisbury Green)	18.12.41	Gunfire German shore batteries St Nazaire 28/3/42, captured & German Navy RA.9; bombed Allied aircraft Le Havre 16/8/44.
ML.270	Brooke Marine (Oulton Broad)	26. 7.41	Gunfire German shore batteries St Nazaire 28/3/42 & RN surface forces.	ML.307	F Curtis (Looe)	7.11.41	RHN DOXATON (1945/61); sold 7/4/61.
ML.271	Boat Construc-tion (Falmouth)	14. 7.41	French Navy Ved.102 (1943). (1943).	ML.308	-do-	30.11.41	Sold Malta .././48.
ML.272	Wallasea Bay Yacht	29. 5.41	For sale Freetown ../11/45.	ML.309	J W & A Upham (Brixham)	16.11.41	Mercantile <i>River Lady</i> (1946).
ML.273	W Osborne (Littlehampton)	17. 9.41	Italian Navy (1946).	Acquired 28/6/40			
ML.274	Johnson & Jago (Leigh-on-Sea)	16. 6.41	For sale Freetown ../11/45.	ML.310	Singapore Har-bour Board	29.11.41	Lost cause unknown off Tjebia Island 15/2/42, salvaged & IJN SUIKEI No. 12.
ML.275	Thompson & Balfour (Bo'ness)	26. 6.41	For sale ../10/45.	ML.311	-do-	29.11.41	Gunfire Japanese surface craft Banka Straits 14/2/42.
ML.276	F Curtis (Par)	12. 9.41	For sale ../10/45.	Ordered 28/7/40			
ML.277	S B Hall (Glamp-ton)	13. 7.41	For sale Freetown ../11/45.	Nos. 312/335			Completed as MGBs.
ML.278	Aldous (Bright-lingsea)	7.10.41	For sale Freetown ../11/45.	Ordered 21/8/40			
ML.279	P K Harris (Appledore)	 7.41	For sale Freetown ../11/45.	ML.336	Boat Construc-tion (Falmouth)	12. 9.41	Italian Navy (1945).
ML.280	F Curtis (Looe)	 9.41	Italian Navy (1946).	ML.337	A M Dickie (Tarbert)	18.11.41	ML.2337 (19..); sold 25/9/56.
ML.281	Brooke Marine (Oulton Broad)	19. 7.41	For sale Freetown ../11/45.	ML.338	Risdon Beazley (Northam)	28. 9.41	ML.2338 (19..); sold 17/12/55.
ML.282	Itchenor Shipyard	2.10.41	Sold ../3/46.	ML.339	Wallasea Bay Yacht	16.10.41	Torpedoed German MTB S..... off Cromer 7/10/42.
ML.283	H J Percival (Horning)	25. 9.41	Italian Navy (1945).	ML.340	L Robinson (Tewkesbury)	19. 1.42	Sold Malta ../4/47.
ML.284	J A Silver (Ros-neath)	4. 9.41	For sale .././45.	ML.341	Collins (Lowes-toft)	27.10.41	RHN DRAMA (1945/60); sold 7/4/61 & scrapped.
ML.285	Solent Shipyard (Sarisbury Green)	18. 9.41	For sale Freetown ../11/45.	ML.342	Johnson & Jago (Leigh-on-Sea)	10.10.41	ML.2342 (19..); sold 26/11/62 & scrapped.
ML.286	J S Doig (Grims-by)	29. 8.41	For sale ../10/45.	ML.343	Thornycroft (Hampton)	10.41	For sale ../10/45.
ML.287	Austins (Barking)	23. 8.41	Burnt-out Freetown 1/7/44.				

ML.344	Brooke Marine (Lowestoft)	22.10.41	Mercantile <i>Glen Tor</i> (1946).	ML.387	-do-	1. 6.43	Explosion & burnt-out Beirut 5/3/44.
ML.345	Diesel Constructors (Isleworth)	30. 3.42	Mercantile <i>Warrior Geraint</i> (1946).	ML.388	Singapore Harbour Board	.....	Lost incomplete ../1/42.
ML.346	J N Miller (St Monance)	11.41	Mercantile <i>Merrie Golden Hind</i> (1946).	ML.389	-do-	.....	Lost incomplete ../1/42.
ML.347	Risdon Beazley (Northam)	17.10.41	Mercantile <i>Venturer</i> (1947).	Ordered 27/8/40 (1)			
ML.348	T Cook (Cairo)	26. 5.42	Sold ../1/47.	ML.390	Bombay Dockyard	16. 5.44	RIN; sold .././47.
ML.349	-do-	2. 6.42	Italian Navy 7/1/46.	ML.391	-do-	11.44	RIN; sold .././47.
ML.350	-do-	15. 8.42	Sold ../1/47.	Ordered 12/8/41			
ML.351	-do-	 9.42	Italian Navy (1946).	ML.392	Le Blanc (Weymouth)	26. 9.42	USN SC.1466 (1942); for sale 30/1/48.
ML.352	Anglo-American Nile Tourist (Cairo)	9. 6.42	Bombed German aircraft Tobruk 14/9/42.	ML.393	-do-	26. 6.42	RCN (1942), USN SC.1467 (1942); sold .././49.
ML.353	-do-	26. 5.42	Bombed German aircraft Tobruk 14/9/42.	ML.394	-do-	1.10.42	USN SC.1468 (1942); for sale 20/1/48.
ML.354	-do-	19. 5.42	Italian Navy (1946).	ML.395	-do-	26. 9.42	USN SC.1469 (1942); for sale 30/1/48.
ML.355	-do-	18. 4.42	Italian Navy (1945).	ML.396	-do-	23.10.42	USN SC.1470 (1942); sold 13/2/47.
ML.356	-do-	10. 7.42	Italian Navy (1946).	ML.397	-do-	23.10.42	USN SC.1471 (1942); for sale 30/1/48.
ML.357	-do-	1. 8.42	ML.2357 (19..), SCC (Bermondsey - 1958); sold .././61.	ML.398	-do-	5.12.42	USN SC.1472 (1942); for sale 4/3/48.
ML.358.	-do-	 9.42	Gunfire German surface craft off Leros 12/11/43.	ML.399	-do-	5.12.42	USN SC.1473 (1942); for sale 21/4/48.
ML.359	-do-	31.10.42	Italian Navy (1946).	Ordered 4/9/41			
ML.360	-do-	12.42	ML.2360 (19..); sold 18/3/59.	ML.400	Bailey (Auckland)	18.11.42	RNZN, KAHU (1944), mercantile <i>Dolphin</i> (1947).
ML.361	-do-	 1.43	RHN KARPATOS (1945).	ML.401	-do-	1. 4.43	RNZN, mercantile <i>Mahurangi</i> (1947).
ML.362	Singapore Harbour Board	.....	Scuttled incomplete ../2/42.	ML.402	-do-	10.43	RNZN, mercantile <i>Ngaroma</i> (1947).
ML.363	-do-	.....	Scuttled incomplete ../2/42.	ML.403	Associated Boat Builders (Auckland)	21.10.42	RNZN, mercantile <i>Tiare</i> (1947).
ML.364	-do-	.....	Lost incomplete ../2/42.	ML.404	-do-	1. 2.43	RNZN, mercantile <i>Wailana</i> (1947)
ML.365	-do-	.....	Lost incomplete ../2/42.	ML.405	-do-	 5.43	RNZN, mercantile <i>Marlyn</i> (1947)
ML.366	Task Railway & Port Service (Dares-Salaam)	 4.43	Sold Singapore 11/6/47.	ML.406	-do-	 7.43	RNZN, mercantile <i>Rodney Farry</i> (1947), <i>New Venture</i> (1949), <i>Motunui</i> (1950).
ML.367	-do-	 4.43	Sold Singapore 11/6/47.	ML.407	Shipbuilders (Auckland)	8. 3.43	RNZN, mercantile <i>Deborah Bay</i> (1947).
Ordered 27/8/40				ML.408	-do-	8. 8.43	RNZN, mercantile <i>Karamana</i> (1947).
ML.368	C L Burland (Hamilton)	3.12.42	RCN (1942); sold Bermuda .././46.	ML.409	-do-	 8.43	RNZN, mercantile <i>Iris Moana</i> (1947), RNZN (name unchanged - ML.3570 - 1953), MAORI (1961); sold .././63.
ML.369	-do-	31.12.42	RCN (1942); sold Bermuda .././46.	ML.410	Voss (Auckland)	 1.43	RNZN, mercantile <i>La Reta</i> (1947).
ML.370	Belmont Dock (Kingston)	7. 9.42	Sold Bermuda .././46.	ML.411	-do-	20.12.43	RNZN, ML.3571 (19..), KAHU (ii) (1953), PHILOMEL (1961); sold .././65 for mercantile conversion.
ML.371	-do-	16. 9.42	Sold Bermuda .././46.	ML.412	Garden Reach (Calcutta)	30.11.43	RIN; sold .././47.
Ordered 21/8/40				ML.413	-do-	29.11.43	RIN; sold .././47.
ML.372	Singapore Harbour Board	.....	Lost incomplete ../2/42	ML.414	-do-	1. 3.44	RIN; sold Burma .././47.
ML.373	-do-	.....	Lost incomplete ../2/42.	ML.415	-do-	8. 3.44	RIN; sold Burma .././47.
ML.374	-do-	.....	Lost incomplete ../2/42.	ML.416	India General Navigation (Calcutta)	20.11.43	RIN; sold .././47.
ML.375	-do-	.....	Lost incomplete ../2/42.	ML.417	-do-	20.11.43	RIN; sold .././47.
ML.376	Taikoo Dockyard (Hong Kong)	.....	Lost incomplete ../12/41	ML.418	Garden Reach (Calcutta)	15. 3.44	RIN; sold Burma .././47.
ML.377	-do-	.....	Lost incomplete ../12/41.	ML.419	Burns (Calcutta)	4. 1.44	RIN; sold Bombay .././47.
ML.378	Belmont Dock (Kingston)	3.11.42	RCN (1942); sold Trinidad .././45.				
ML.379	-do-	31.10.42	RCN (1942); sold Trinidad .././45.				
ML.380	Louw & Halvorsen (Cape Town)	 9.42	RIN (19..); sold .././47.				
ML.381	-do-	10.42	Sold Bombay ../10/45 & scrapped.				
ML.382	-do-	11.42	Sold Bombay ../10/45 & scrapped.				
ML.383	-do-	28.11.42	Sold Bombay ../10/45 & scrapped.				
ML.384	T Cook (Cairo)	12.42	Italian Navy (1945).				
ML.385	-do-	 1.43	Unserviceable ../6/44.				
ML.386	Anglo-American Nile Tourist (Cairo)	27. 4.43	Turkish Navy AB.1 (1946).				

Ordered 4/9/41 (2)				ML.455	W Weatherhead (Cockenzie)	11.41	Sold 4/3/46.
ML.420	Bombay Dock-yard	17. 3.44	RIN, ML.6420 (19..); sold ..../47.	ML.456	J Sadd (Maldon)	5. 1.42	Sold ..../46.
ML.421	-do-	31. 1.45	RIN; sold ..../47.	ML.457	Johnson & Jago (Leigh-on-Sea)	21.11.41	Gunfire German shore batteries St Nazaire 28/3/42.
Ordered 4/9/41 (3)				ML.458	F Curtis (Looe)	1. 1.42	Italian Navy (1945).
ML.422	Belmont Dock (Kingston)	21. 4.43	Sold Trinidad ..../46.	ML.459	Solent Shipyard (Sarisbury Green)	24. 2.42	Italian Navy (1946).
ML.423	-do-	24. 4.43	Sold Trinidad ..../46.	ML.460	A M Dickie (Bangor)	21. 1.42	Wrecked Mediterranean 5/1/45 & written-off as constructive total loss.
Ordered 21/8/40 (4)				ML.461	Cardnell (Marylandsea)	20.11.41	ML.2461 (19..); sold 20/7/56).
ML.424	Green Point Boatyard (Concord)	28. 1.43	RAN; for sale ..../3/47.	ML.462	Dorset Yacht (Hamworthy)	15.12.41	ML.2462 (19..); sold 18/3/59.
ML.425	-do-	6. 2.43	RAN; for sale ..../3/47.	ML.463	Aldous (Brightlingsea)	25. 1.42	Italian Navy (1946).
ML.426	-do-	5. 3.43	RAN; for sale ..../3/47.	ML.464	J S Doig (Grimsby)	12.41	Sold ..../49.
ML.427	-do-	15. 3.43	RAN; for sale ..../3/47.	ML.465	F Curtis (Looe)	18. 2.42	Mercantile <i>Dorasta</i> (1946).
ML.428	-do-	31. 3.43	RAN; for sale ..../3/47.	ML.466	Itchenor Shipyard	31. 3.42	Mined off Walcheren 25/3/45.
ML.429	-do-	15. 4.43	RAN; for sale ..../3/47.	ML.467	Risdon Beazley (Northam)	6.12.41	For sale ..../10/45.
ML.430	-do-	6. 5.43	RAN; gunfire IJN submarine off New Guinea 14/8/44.	ML.468	-do-	29. 1.42	For sale ..../9/45.
ML.431	-do-	14. 5.43	RAN; for sale ..../3/47.	ML.469	Johnson & Jago (Leigh-on-Sea)	15. 1.42	Italian Navy (1945).
Ordered 26/7/40				ML.470	H J Percival (Horning)	17. 3.42	Sold Trinidad ..../46.
ML.432	Singapore Harbour Board	21. 1.42	Bombed Japanese aircraft Singapore ..../1/42.	ML.471	Boat Construction (Falmouth)	1. 4.42	Italian Navy (1946).
ML.433	-do-	21. 1.42	Gunfire IJN surface forces Banka Straits 15/2/42.	ML.472	Solent Shipyard (Sarisbury Green)	17. 4.42	For sale ..../10/45.
ML.434	Taikoo Dockyard (Hong Kong)	.....	Lost incomplete ..../12/41.	ML.473	W Weatherhead (Cockenzie)	3. 2.42	For sale ..../10/45.
ML.435	-do-	.....	Lost incomplete ..../12/41.	ML.474	India General Navigation (Calcutta)	22. 4.43	RIN; sold ..../47.
Ordered 26/7/40 (5)				ML.475	-do-	10. 5.43	RIN; sold ..../47.
ML.436	India General Navigation (Calcutta)	29. 4.43	For sale ..../47.	ML.476	Garden Reach (Calcutta)	14. 4.42	RIN; sold ..../47.
ML.437	-do-	9. 5.43	Burmese Government MERMAID (1948).	ML.477	-do-	12.42	RIN; sold ..../47.
Ordered 26/7/40 (6)				Ordered 27/8/41			
ML.438	India General Navigation (Calcutta)	30. 4.42	RIN (1944); sold ..../47.	ML.478	Thompson & Balfour (Bo'ness)	 1.42	RHN KALINI (19..), ELEPTHERON (1946); sold 7/4/61.
ML.439	Garden Reach (Calcutta)	12.42	RIN (1944); sold ..../47.	ML.479	Collins (Lowestoft)	1. 4.42	Sold Trinidad ..../46.
ML.440	-do-	14. 4.42	RIN (1944); sold ..../47.	ML.480	F Curtis (Looe)	6. 2.42	For sale Malta ..../4/46.
ML.441	Burns (Calcutta)	 8.42	RIN (1944); sold ..../47.	ML.481	-do-	9. 4.42	Sold Trinidad ..../46.
Ordered 29/4/41				ML.482	Austins (Barking)	26. 2.42	Sold Trinidad ..../46.
ML.442	J Taylor (Chertsey)	13. 1.42	For sale ..../10/45.	ML.483	J N Miller (St Monance)	 2.42	RHN KALAMPAKA (194664); for sale ..../64.
ML.443	Brooke Marine (Oulton Broad)	30.11.41	Mined off Vada 12/7/44.	ML.484	Solent Shipyard (Sarisbury Green)	5. 5.42	Sold Trinidad ..../45.
ML.444	Thompson & Balfour (Bo'ness)	26. 9.41	Explosion & burnt-out Maddalena 22/5/44 & written-off as constructive total loss.	ML.485	Cardnell (Marylandsea)	30. 3.42	Sold Trinidad ..../45.
ML.445	J W & A Upham (Brixham)	12.12.41	For sale ..../10/45.	ML.486	Johnson & Jago (Leigh-on-Sea)	10. 3.42	Sold Trinidad ..../45.
ML.446	Boat Construction (Falmouth)	21.11.41	Gunfire German shore batteries St Nazaire 28/3/42 & scuttled.	ML.487	-do-	13. 4.42	Sold Trinidad ..../45.
ML.447	H J Percival (Horning)	8. 1.42	Gunfire German shore batteries St Nazaire 28/3/42.	ML.488	Lady Bee (Isleworth)	28. 3.42	SCC (Hounslow - 1946).
ML.448	Tough (Teddington)	11.41	For sale ..../10/45.	ML.489	J N Miller (St Monance)	1. 3.42	ML.2489 (19..); sold ..../61.
ML.449	Southampton Steam Joinery	14. 4.42	Burnt-out Mediterranean ..../45 & written-off as constructive total loss.	ML.490	F Curtis (Looe)	17. 3.42	For sale ..../10/45.
ML.450	Austins (Barking)	17.11.41	Mercantile <i>Shipa</i> (1948)?	ML.491	Boat Construction (Falmouth)	 5.42	ML.2491 (19..); sold 7.4.61.
ML.451	P K Harris (Appledore)	17.11.41	Sold ..../46.	ML.492	Aldous (Brightlingsea)	13. 5.42	Mercantile <i>Pride of Paignton</i> (1946).
ML.452	Mashford (Cremyll)	8. 1.42	For sale ..../10/45.	ML.493	F Curtis (Looe)	 5.42	ML.2493 (19..); sold ..../56.
ML.453	J Taylor (Chertsey)	14. 4.42	Mercantile <i>Nepeta</i> (1947).	ML.494	Thompson & Balfour (Bo'ness)	19. 3.42	For sale ..../9/45.
ML.454	A Robertson (Sandbank)	16. 1.42	Mercantile <i>Kerang</i> (1946)?				

ML.495	W Weatherhead (Cockenzie)	 5.42	SCC LOYALTY (Chelsea – 1957).	RML.541	Collins (Lowes-toft)	16. 9.42	Mercantile <i>Mastiff</i> (1945).
ML.496	Lady Bee (Isleworth)	2. 7.42	Sold 20/1/59.	RML.542	Austins (Barking)	22. 7.42	Mercantile <i>Western Lady II</i> (1947).
ML.497	Southampton Steam Joinery	 7.42	Sold ..../47.	RML.543	Johnson & Jago (Leigh-on-Sea)	20. 8.42	For sale ../12/45.
ML.498	Risdon Beazley (Northam)	15. 4.42	SEA EAGLE (1955), SCC (Derry – 1957); sold 20/9/63.	RML.544	J Curtis (Looe)	10.42	Mercantile <i>Xrona</i> (1945).
ML.499	-do-	 5.42	Sold 4/3/46.	RML.545	W Weatherhead (Cockenzie)	 9.42	For sale ../1/46.
ML.500	A M Dickie (Bangor)	 7.42	Sold 20/4/46.	RML.546	J N Miller (St Monance)	15. 9.42	For sale ../1/46.
Ordered 27/1/40				RML.547	J S Doig (Grimsby)	10.42	For sale ../1/46.
ML.501 (i)	Camper & Nicholson (Gosport)	.....	Bombed German aircraft while building ../3/41.	RML.548	Johnson & Jago (Leigh-on-Sea)	25. 9.42	For sale ../11/45.
ML.501 (ii)/510			Completed as MGBs.	RML.549	Austins (Barking)	23. 9.42	For sale ../11/45.
Ordered 27/8/41				RML.550	H J Percival (Horning)	16.12.42	Mercantile <i>Starlena</i> (1946).
RML.511	J W & A Upham (Brixham)	 6.42	Sold ..../47.	RML.551	Thompson & Balfour (Bo'ness)	17.11.42	For sale ../11/45.
RML.512	J S Doig (Grimsby)	 6.42	Sold 18/9/58.	RML.552	J N Miller (St Monance)	14.10.42	For sale ../11/45.
RML.513	F Curtis (Looe)	20. 6.42	Sold 4/3/46.	RML.553	Southampton Steam Joinery	28.12.42	For sale ../11/45.
RML.514	Austins (Barking)	5. 5.42	For sale ../12/45.	ML.554	F Curtis (Looe)	10.42	RHN KASSOS (1945/52), ML.2554 (1952); sold 25/9/56.
RML.515	Collins (Lowes-toft)	 6.42	Mercantile <i>Dear Pal</i> (1958).	ML.555	Solent Shipyard (Sarisbury Green)	21.12.42	RASC SONNING (1946); for sale ../3/48.
RML.516	W Weatherhead (Cockenzie)	 6.42	Mercantile <i>Padua</i> (1946).	ML.556	F Curtis (Looe)	12.42	Sold Alexandria 8/10/47.
RML.517	J Sadd (Maldon)	20. 5.42	Sold ..../46.	ML.557	-do-	12.42	RASC (1946).
RML.518	J N Miller (St Monance)	1. 6.42	Mercantile <i>Commodore</i> (1946).	ML.558	Itchenor Shipyard	12. 2.43	Mined Adriatic 5/5/45.
RML.519	Aldous (Brightlingsea)	 7.42	Sold ..../46.	ML.559	Aldous (Brightlingsea)	29. 1.43	Sold Malta ../../48.
RML.520	Austins (Barking)	5.11.42	Sold ..../46.	ML.560	Cardnell (Marylandsea)	20.20.42	For sale Alexandria ../10/47.
RML.521	F Curtis (Looe)	 6.42	Mercantile <i>Aramel</i> (1946), <i>Ankanamom</i> (19..), <i>Matto Grosso</i> (1954).	ML.561	W Weatherhead (Cockenzie)	11.42	RHN KARPATOS (1946/...), ML.2561 (19..); scrapped ../1/55.
RML.522	Johnson & Jago (Leigh-on-Sea)	25. 6.42	Sold ..../46.	ML.562	Brooke Marine (Oulton Broad)	16. 2.43	Gunfire German shore batteries south of France 6/10/44 & foundered south of Ischia 31/10/44.
RML.523	H J Percival (Horning)	2. 7.42	For sale ../12/45.	ML.563	Solent Shipyard (Sarisbury Green)	3. 3.43	Mined off Frejus 16/8/44.
RML.524	Itchenor Shipyard	3. 9.42	Mercantile <i>Maraya</i> (1946).	ML.564	Johnson & Jago (Leigh-on-Sea)	14.11.42	ML.2564 (19..); sold 22/11/56.
RML.525	F Curtis (Looe)	24. 7.42	Mercantile <i>Lenrodian</i> (1946), <i>Fée-des-Iles</i> (19..).	ML.565	A M Dickie (Bangor)	5. 3.43	RHN KOS (1946/52), ML.2565 (1952); scrapped ../1/55.
RML.526	Solent Shipyard (Sarisbury Green)	27. 8.42	Sold ../3/46.	ML.566	F Curtis (Looe)	 1.43	For sale Alexandria ../10/47.
RML.527	Brooke Marine (Oulton Broad)	9. 9.42	For sale ../11/45.	ML.567	H J Percival (Horning)	12. 4.43	ML.2567 (19..); sold 18/3/59.
Ordered 28/11/41				ML.568	F Curtis (Looe)	 2.43	ML.2568 (19..); sold 25/9/56.
RML.528	L Robinson (Oulton Broad)	11.10.42	Mercantile <i>Escapade</i> (1945).	ML.569	Collins (Lowes-toft)	15. 1.43	ML.2569 (19..); sold 25/1/56.
RML.529	J N Miller (St Monance)	14. 7.42	SCC DARING (Thames – 1957); sold ../7/63.	ML.570	J Taylor (Chertsey)	25. 9.42	Sold ../../49.
RML.530	F Curtis (Looe)	24. 8.42	Sold ../3/46.	ML.571	-do-	19. 2.43	ML.2571 (19..); sold ../../63.
RML.531	H J Percival (Horning)	22. 9.42	For sale ../11/45.	ML.572	Johnson & Jago (Leigh-on-Sea)	20.12.42	Sold ../../57.
RML.532	Johnson & Jago (Leigh-on-Sea)	13. 7.42	For sale ../11/45.	ML.573	J N Miller (St Monance)	21. 1.43	RNN (1943/45); for sale ../12/45.
RML.533	F Curtis (Looe)	2. 9.42	Sold ..../46.	ML.574	-do-	15. 1.43	Sold Freetown ../1/46.
RML.534	Cardnell (Marylandsea)	9. 7.42	Sold ../3/46.	ML.575	Johnson & Jago (Leigh-on-Sea)	2. 2.43	ML.2575 (19..); sold ../7/56.
RML.535	W Weatherhead (Cockenzie)	 8.42	Mercantile <i>Western Lady</i> (1947).	Ordered 18/5/42			
RML.536	Solent Shipyard (Sarisbury Green)	9.10.42	For sale ../12/45.	ML.576	J Taylor (Chertsey)	13. 7.43	ML.2576 (19..); sold 27/1/56.
RML.537	A M Dickie (Bangor)	22.10.42	For sale ../12/45.	ML.577	Johnson & Jago (Leigh-on-Sea)	5. 3.43	RASC SUNBURY (1945/50), ML.2577 (1950); sold 20/7/56.
RML.538	J Sadd (Maldon)	9.10.42	For sale ../12/45.	ML.578	J N Miller (St Monance)	14. 4.43	RHN KHALKI (1945/60); sold 7/4/61.
RML.539	F Curtis (Looe)	25. 9.42	Sold ../../47.				
RML.540	J W & A Upham (Brixham)	1.12.42	Mercantile <i>The Dansant</i> (1945).				

ML.579	-do-	3. 6.43	Bombed German aircraft Leros 26/10/43.	ML.820	-do-	21. 6.43	RAN; sold .././49.
ML.580	Johnson & Jago (Leigh-on-Sea)	20. 4.43	Sold Alexandria ../2/47.	ML.821	-do-	29. 7.43	RAN; sold .././49.
ML.581	-do-	 5.43	ML.2581 (1950); sold 19/2/59.	ML.822	-do-	30. 8.43	RAN; sold .././49.
ML.582	F Curtis (Looe)	24. 9.43	ML.2582 (1950); lost cause unknown off Dutch coast 5/6/52.	ML.823	-do-	30. 9.43	RAN; sold .././49.
ML.583	-do-	12.10.43	ML.2583 (1950); sold .././62.	ML.824	-do-	18.11.43	RAN; sold .././49.
ML.584	Johnson & Jago (Leigh-on-Sea)	 7.43	Turkish Navy AB.2 (1946).	ML.825	-do-	1. 2.44	RAN; sold 24/1/48 for mercantile conversion
ML.585	J N Miller (St Monance)	19. 7.43	ML.2585 (1950); sold Malta .././61.	ML.826	N Wright (Brisbane)	1. 1.44	RAN; sold .././49.
ML.586	-do-	31. 8.43	ML.2586 (1950); sold 18/3/59 & scrapped.	ML.827	-do-	19. 4.44	RAN; wrecked Jacquinot Bay 17/11/44, salvaged & foundered in tow three days later.
ML.587	Johnson & Jago (Leigh-on-Sea)	 8.43	Mercantile <i>La Contenta</i> (1946).	ML.828	.....	.....	Cancelled .././..?
ML.588	J Taylor (Chertsey)	12. 1.44	Mercantile <i>Mary Lou</i> (1946).	Ordered 28/11/41			
ML.589	F Curtis (Looe)	12.43	Sold ../3/46.	ML.829	Louw & Halvorsen (Cape Town)	14. 1.43	RIN (1945); sold .././46.
ML.590	Johnson & Jago (Leigh-on-Sea)	17. 9.43	For sale ../1/46.	ML.830	-do-	27. 2.43	Wrecked East Indies 16/10/44; salvaged & sold ../2/46.
ML.591	F Curtis (Looe)	18. 4.44	Foundered tidal wave Sitang River 9/5/45.	ML.831	Thesen (Knysna)	18. 8.43	RIN (1945); for sale ../7/46.
ML.592	J N Miller (St Monance)	15.11.43	ML.2592 (1950); sold .././61.	ML.832	-do-	18. 8.43	RIN (1945); for sale ../7/46.
ML.593	Johnson & Jago (Leigh-on-Sea)	19.10.43	ML.2593 (19.50), SEA EAGLE (1956); sold 30/12/58.	ML.833	Task Railway & Port Service (Dar-es-Salaam)	31. 5.44	Sold Singapore 11/6/47.
ML.594	Itchenor Shipyard	5. 4.44	Sold Trincomalee ../2/46.	ML.834	-do-	12.44	Sold ../2/46.
ML.595	F Curtis (Looe)	16. 6.44	ML.6004 (1949), ML.2595 (1950); for sale .././53.	Ordered 18/5/42			
ML.596	W Weatherhead (Cockenzie)	18. 1.44	Sold ../3/46.	ML.835	Anglo-American Nile Tourist (Cairo)	8. 8.43	Bombed German aircraft Leros 12/10/43.
ML.597	Johnson & Jago (Leigh-on-Sea)	24.11.43	Sold .././47.	ML.836	-do-	29. 7.43	Turkish Navy AB.3 (1946).
ML.598	J N Miller (St Monance)	29.11.43	Sold ../8/46.	ML.837	-do-	31. 3.44	Turkish Navy AB.4 (1946).
ML.599	W Weatherhead (Cockenzie)	16. 4.44	Sold Trincomalee ../2/46.	ML.838	-do-	1. 1.44	Turkish Navy AB.5 (1946).
ML.600	F Curtis (Looe)	20. 9.44	Mercantile <i>Lady Penelope</i> (1947).	ML.839	-do-	25. 5.44	Italian Navy (1945).
ML.601/800			Re-ordered as MTB/MGBs.	ML.840	-do-	15. 6.44	ML.2840 (1950), WATCHFUL (1955); for sale .././62.
Ordered 28/11/41				ML.841	-do-	8.10.43	For sale ../5/46.
ML.801	Green Point Boatyard (Concord)	29. 5.43	RAN; sold .././49.	ML.842	-do-	26.11.43	Turkish Navy AB.6 (1946).
ML.802	-do-	15. 6.43	RAN; sold .././49.	Ordered .././42			
ML.803	-do-	8. 7.43	RAN; sold .././49.	ML.843	H Mohatta (Karachi)	28. 8.44	RIN; sold .././47.
ML.804	-do-	15. 7.43	RAN; sold .././49.	ML.844	-do-	28.10.44	RIN; sold .././47.
ML.805	-do-	3. 8.43	RAN; sold .././49.	ML.845	-do-	.....	RIN; cancelled ../2/45.
ML.806	-do-	8. 9.43	RAN; sold .././49.	Ordered 30/8/42			
ML.807	-do-	13. 8.43	RAN; sold .././49.	ML.846	Louw & Halvorsen (Cape Town)	24. 7.43	RIN (1945); scrapped .././46.
ML.808	-do-	23. 9.43	RAN; sold .././49.	ML.847	-do-	7.11.43	For sale ../2/46.
Ordered 27/5/42 (7)				ML.848	-do-	25. 2.44	For sale ../2/46.
ML.809	Halvorsen (Sydney)	7.10.43	RAN; sold .././49.	ML.849	South African Railways (East London)	25. 2.44	For sale ../2/46.
ML.810	-do-	25.10.43	RAN; sold .././49.	ML.850	Williams (East London)	19. 9.44	Sold Singapore 11/6/47.
ML.811	N Wright (Brisbane)	5.11.43	RAN; sold .././49.	ML.851	-do-	19. 9.44	Sold Singapore 11/6/47.
ML.812	-do-	4.12.43	RAN; sold .././49.	ML.852	Thesen (Knysna)	20. 2.44	For sale ../2/46.
Ordered 19/5/42				ML.853	-do-	20. 2.44	For sale ../2/46.
ML.813	Halvorsen (Sydney)	16.11.42	RAN; sold .././49.	ML.854	Louw & Halvorsen (Cape Town)	7.11.43	For sale ../2/46.
ML.814	-do-	16.11.42	RAN; sold .././49.	ML.855	-do-	22. 1.44	For sale ../2/46.
ML.815	N Wright (Brisbane)	11. 1.43	RAN; sold .././49.	ML.856	South African Railways (East London)	6. 4.44	For sale ../2/46.
ML.816	-do-	1. 6.43	RAN; sold .././49.	ML.857	-do-	6. 4.44	For sale ../2/46.
ML.817	Halvorsen (Sydney)	16. 2.43	RAN; sold .././49.	Ordered 3/10/42			
ML.818	-do-	29. 3.43	RAN; sold .././49.	ML.858	Belmont Dock (Kingston)	 5.44	Sold Trinidad .././45.
ML.819	-do-	10. 5.43	RAN; sold .././49.	ML.859	-do-	19. 8.44	Sold Trinidad .././45.
				Ordered 22/12/42			
				ML.860	T Cook (Cairo)	20. 5.44	Italian Navy (1945).
				ML.861	-do-	10. 5.44	RHN TSATALTZA (1945/61); sold 27/4/62.

ML.862	-do-	25. 2.44	Turkish Navy AB.7 (1946).	Ordered 30/8/42			
ML.863	-do-	11. 3.44	Turkish Navy AB.8 (1946).	ML.901	Johnson & Jago	31.12.43	ML.6006 (1949), ML.2901 (1950); sold 20/8/56.
ML.864	Anglo-American Nile Tourist (Cairo)	22. 2.44	RHN NISSIROS (1947/64); sold 15/11/65.	ML.902	J N Miller (St Monance)	27. 2.44	Mercantile <i>Dame de Coeur</i> (1947).
ML.865	-do-	6. 5.44	Italian Navy (1945).	ML.903	Johnson & Jago (Leigh-on-Sea)	11. 2.44	For sale .././46.
ML.866	T Cook (Cairo)	27. 6.44	ML.2866 (1950); scrapped ../1/55.	ML.904	J N Miller (St Monance)	28. 4.44	Burma RNVR (1945); for sale ../1/46.
ML.867	-do-	12. 7.44	RHN KARPENTISI (1945/60); sold .././62.	ML.905	W Weatherhead (Cockenzie)	10. 5.44	Capsized tidal wave Sittang River 9/5/45.
ML.868	Beheral (El Gamel)	 4.45	For sale ../2/46.	ML.906	J Taylor (Chertsey)	28. 7.44	ML.2906 (1950); sold ../10/50.
ML.869	-do-	 4.45	ML.6006 (1949), ML.2869 (1950); sold Ceylon ca.././51.	ML.907	Johnson & Jago (Leigh-on-Sea)	7. 4.44	Unserviceable & scuttled off Singapore .././47.
ML.870	Anglo-American Nile Tourist (Cairo)	2. 8.44	Mined off Piraeus 15/10/44.	ML.908	J Taylor (Chertsey)	18. 5.45	RASC BENSON (1945); for sale ../9/46.
ML.871	-do-	 4.45	For sale ../2/46.	ML.909	Johnson & Jago (Leigh-on-Sea)	 4.44	For sale ../2/46.
Ordered 31/12/42				ML.910	J N Miller (St Monance)	29. 6.44	For sale ../10/45.
ML.872	Alcock Ashdown (Karachi)	8. 5.45	RIN; sold .././47.	ML.911	Johnson & Jago (Leigh-on-Sea)	8. 6.44	For sale ../1/46.
Ordered 22/12/42				ML.912	W Weatherhead (Cockenzie)	22. 7.44	ML.6007 (1949), ML.2912 (1950); sold 15/9/58.
ML.873	Anglo-American Nile Tourist (Cairo)	 4.45	Sold .././46.	ML.913	Itchenor Shipyard	11.44	Mercantile <i>Lulworth Castle</i> (1946).
ML.874	-do-	 4.45	For sale ../2/46.	ML.914	J N Miller (St Monance)	 5.44	For sale ../1/46.
ML.875	T Cook (Cairo)	 4.45	For sale ../2/46.	ML.915	Johnson & Jago (Leigh-on-Sea)	11. 7.44	Mercantile <i>Ififa</i> (1946).
ML.876	-do-	16. 3.45	For sale ../2/46.	ML.916	W Weatherhead (Cockenzie)	16. 9.44	Mined off Walsoorden 8/11/44.
ML.877	Anglo American Nile Tourist (Cairo)	3. 4.45	For sale ../2/46.	ML.917	H J Percival (Horning)	3. 8.45	RASC CAVERSHAM (1945), mercantile <i>Sea Kayem</i> (1946).
ML.878	-do-	23. 3.45	For sale ../2/46.	ML.918	Johnson & Jago (Leigh-on-Sea)	27. 8.44	Mercantile <i>Lavender Lady</i> (1949).
ML.879	T Cook (Cairo)	3. 4.45	For sale ../2/46.	ML.919	J N Miller (St Monance)	9.10.44	ML.2919 (1950); for sale ../1/53.
ML.880	-do-	3. 4.45	For sale ../2/46.	ML.920	H Woods (Potter Heigham)	 7.45	RASC CLEEVE (1945); for sale ../11/45.
ML.881	Anglo-American Nile Tourist (Cairo)	19. 4.45	For sale ../2/46.	ML.921	W Weatherhead (Cockenzie)	22.11.44	ML.2921 (1950); sold 4/2/57.
ML.882	-do-	30. 3.45	RASC MARSH (1946/49), ML.2882 (1950); sold 16/11/56.	ML.922	J Taylor (Chertsey)	 7.45	RASC CHERTSEY (1945); for sale ../11/45.
ML.883	Egyptian Motors & Marine (Alexandria)	12. 4.45	RASC (1946/50); for sale .././51.	ML.923	Johnson & Jago (Leigh-on-Sea)	7.12.44	Sold Singapore 14/7/47.
ML.884	-do-	23. 4.45	RASC (1946/50); for sale .././51.	ML.924	J N Miller (St Monance)	16.12.44	Sold 4/3/46.
ML.885	Anglo-American Nile Tourist (Cairo)	20. 7.45	For sale ../1/46.	ML.925	Austins (Barking)	20. 4.45	RASC BOULTERS (1945); for sale ../11/45.
ML.886	-do-	9. 8.45	RASC MOLESEY (ii) (1946/49), ML.2886 (1950); sold 21/11/56.	ML.926	Collins (Lowestoft)	17. 7.45	RASC CULHAM (1945); for sale ../11/45.
ML.887	 (Alexandria)	.....	Cancelled ca../6/45.	ML.927	Johnson & Jago (Leigh-on-Sea)	18. 5.45	RASC ABINGDON (1945); sold .././46.
ML.888	-do-	.....	Cancelled ca../6/45.	ML.928	J N Miller (St Monance)	 5.45	RASC BOVENEY (1945); for sale ../11/45.
ML.889	T Cook (Cairo)	14. 4.45	RASC SHEPPERTON (1946/49), ML.2889 (1950); sold 21/11/56.	ML.929	W Osborne (Littlehampton)	27. 6.45	RASC GORING (1945); for sale ../11/45.
ML.890	-do-	 3.45	RASC SHIPLAKE (1946/49); for sale .././50.	ML.930	Cardnell (Marylandsea)	 7.45	RASC CLIFTON (1945); for sale ../10/46.
ML.891	Misplon (Cape Town)	28. 3.44	Mined off Ramree Island 21/1/45.	ML.931	Woodnutt (Bembridge)	 7.45	RASC COOKHAM (1945); for sale ../1/46.
ML.892	-do-	28. 3.44	For sale ../2/46.	ML.932	Johnson & Jago (Leigh-on-Sea)	 7.45	RASC BRAY (1945), mercantile <i>Qalali</i> (1949), <i>Maroona</i> (1953).
ML.893	-do-	1. 6.44	For sale ../2/46.	ML.933	Austins (Barking)	 8.45	RASC HURLEY (1945); for sale ../10/46.
ML.894	Thesen (Knysna)	1. 6.44	For sale ../2/46.	Ordered 30/6/44			
ML.895	-do-	25. 5.44	For sale ../2/46.	ML.4001	Thesen (Knysna)	9. 3.45	Sold 11/6/47.
ML.896	-do-	25. 5.44	For sale ../2/46.	ML.4002	-do-	9. 3.45	Sold Singapore 11/6/47.
ML.897	Misplon (Cape Town)	7. 3.45	Sold Singapore 11/6/47.	Numbers not used.			
ML.898	-do-	7. 3.45	Sold Singapore 11/6/47.				
ML.899	-do-	7. 3.45	Sold Singapore 11/6/47.				
ML.900	-do-	7. 3.45	Sold Singapore 11/6/47.				

ML.4003	-do-	15. 4.45	ML.6008 (1949), ML.2156 (1950); sold Ceylon .././51.	PENINGAT	-do-	39	Straits Settlements RNVR; lost cause unknown Singapore area ../2/42.
ML.4004	-do-	15. 4.45	For sale ../2/46.	PANJI	-do-	39	Straits Settlements RNVR, Burma RNVR ML.1104 (ii) (1942).

Machinery contracts: Hall Scott (Berkeley).
(1) Re-ordered 22/2/42 ex-Singapore (2) Re-ordered 12/1/42 ex-Singapore (3) Re-ordered 28/11/41 ex-Singapore (4) Re-ordered ../1/42 ex-Singapore (5) Re-ordered 14/1/41 ex-Rangoon Dockyard (6) Last three transferred from India General Navigation (7) Orders transferred from Green Point Boatyard (Concord).

Machinery contracts: Thornycroft (Basingstoke & Reading)

Name	Builder	Completed	Fate	Name	Builder	Completed	Fate
Ordered .././38				Requisitioned ../10/39			
PAHLAWAN	Thornycroft (Singapore)	39	Straits Settlements RNVR, Burma RNVR ML.1102 (ii) (1942).	KALAN	British Power Boat (Hythe)	38	Training vessel (1941), target service (1944/46); returned .././46.
PANGLIMA	-do-	39	Straits Settlements RNVR, Burma RNVR ML.1103 (ii) (1942).	Machinery contract: Napier (Acton). Re-engined 1944 6cyl Hercules (cyl 5¾in × 6in stroke) diesel engines.			

Harbour Defence Motor Launches

Thornycroft class: PAHLAWAN, PANGLIMA, PANJI, PENINGAT.

Displacement: 60 tons.
Dimensions: (pp)/76½ (oa) × 13½ ×d/4¾ feet:..
Machinery: Three shafts, Thornycroft 6cyl RL (bore ...in× ...in stroke) diesel engines (wing shafts) + Thornycroft 12cyl RY (bore ...in × ...in stroke) petrol engine (centre shaft) BHP 250 + 550 = 16 knots.
Bunkers & radius: O.F. gallons + petrol gallons,nm @ ...k.
Armament: One 3pdr, one ·303in AA machine guns.
Complement: 10.

Dimensions: 70 (pp)/72 (oa) × 15 × 8¼d/4¼F/5A½ feet.
Machinery: Two shafts, Buda ...cyl (bore ...in × ...in stroke) BHP 300/Gardner 8cyl (bore 5½in × 7¾in stroke) diesel engines BHP 300/Gleniffer 8cyl (bore 6in × 7in stroke) diesel engines BHP 320/Gray ...cyl (bore ...in × ...in stroke) diesel engines BHP 330/Hercules ...cyl (bore ...in × ...in stroke) diesel engines BHP 480/Thornycroft 6cyl (bore 4¾in × 6½in stroke) diesel engines BHP 260 = 11½ knots.
Bunkers & radius: O.F. gallons,nm @ ...k.
Armament: One 3pdr or 2pdr, four ·303in AA machine (2×2) guns.
Complement: 10.

Mercantile conversion: KALAN.

This yacht was modelled on the British Power Boat 60ft MTB; and was first employed as an MASB, and then as a training craft for motor launch crews.

Untraced HDML conversion

Searching Wind (19...) = *Rispond* (19...) = *Abri* (19...) Blackmore (Bideford) C .././43 69¼/72 × 15¼ × 8d/4¾ feet R/E AEC

Harbour defence motor launches: Nos. 1001/1494.

Displacement: 46/54 tons.

“Leelo” class: EKHOLI, KUITAN, LEELO, MOOLOCK, NENAMOOK, TELAPUS.

Below: HDML.1130 with only a 2pdr gun mounted while running trials. (Thornycroft)

150 tons: (pp)/84½ (oa) × 20 ×d/8 feet: one shaft, diesel engine ...cyl (bore ...in × ...in stroke) diesel engine BHP 200 = 10 knots, O.F. 8 tons (2,400nm @ 10k): two ·5in AA (1×2), one ·303in AA machine guns: complement 19.



MAS type: XMAS.

Former Italian MTB captured in 1941.

Army type: PAMELA, UNA, two unnamed.

Built by the Royal Engineers on the River Chindwin to assist in Military operations in Burma. As they were built of unseasoned timber they leaked considerably, and it proved difficult to keep them operational.
40 tons: (pp)/52 (oa) × 13 ×d/2¼ feet: three shafts, Ford 8cyl (bore ...in × ...in stroke) petrol engines BHP 252 = 10 knots, petrol gallons (200nm @ 10k): one 40mm AA, one 20mm AA, four .303in AA machine (2×2) guns: complement 12.

Surveying motor launches: Nos. 1/7.

All conversions from HDMLs.

Air safety launches: Nos. 1/19.

All conversions from HDMLs.

Fast despatch boats: Nos. 1/86.

The first ten were ordered in 1945 to be built in Australia to the HDML design, while the remainder were all conversions—some while fitting-out—from HDMLs. They were intended for service in the Pacific, and their exact role was never made clear; while their speed of 12 knots could hardly be regarded as fast.

Name	Builder	Completed	Fate
Ordered 17/1/40			
ML.1001	Lady Bee (Isleworth)	2. 6.41	SML.1 (1945); for sale .././49.
ML.1002	Sussex Shipbuilding (Shoreham)	1. 8.41	ASL.17 (19..), mercantile <i>Le Cheval Noir</i> (1946).
ML.1003	Watercraft (East Molesey)	3. 1.41	Lost in transit mercantile <i>Empire Endurance</i> torpedoed German submarine U.73 North Atlantic 20/4/41.
ML.1004	-do-	1. 2.41	Italian Navy (1946).
ML.1005	D Hillyard (Littlehampton)	17. 2.41	Sold Malta ../10/46.
ML.1006	-do-	4. 4.41	For sale Freetown ../1/46.
ML.1007	Sussex Shipbuilding (Shoreham)	14. 2.41	Mercantile <i>Naar</i> (1946).
ML.1008	-do-	12. 6.41	ASL.1 (19..); for sale ../8/46.
ML.1009	Anderson, Rigden & Perkins (Whitstable)	29. 3.41	RASC TC.1009 (1945), mercantile <i>Cynthia Dawn</i> (1946).
ML.1010	-do-	18. 5.41	FDB.59 (19..); sold 14/6/48.
ML.1011	R A Newman (Hamworthy)	16.11.40	Bombed German aircraft en route Suda/Crete 10/5/41.
ML.1012	-do-	10. 2.41	Italian Navy (1946).
ML.1013	Berthon Boat (Lymington)	5. 4.41	RASC TC.1013 (1945); for sale ../11/46.
ML.1014	-do-	22. 5.41	For sale Freetown ../1/46.
ML.1015	M W Blackmore (Bideford)	24. 2.41	Foundered stress of weather Eastern Mediterranean ../10/43.
ML.1016	-do-	4. 4.41	For sale Freetown ../1/46.
ML.1017	Harland & Wolff (Belfast)	6. 2.41	Italian Navy (1946).
ML.1018	-do-	6. 3.41	For sale Freetown ../1/46.
ML.1019	G Bunn (Wroxham)	30. 3.41	For sale ../6/45.

ML.1020	-do-	19. 6.41	ASL.2 (19..); for sale ../8/46.
ML.1021	L Robinson (Lowestoft)	9. 5.41	FDB.57 (19..), French Navy VP.25 (1946).
ML.1022	-do-	3. 9.41	FDB.60 (19..), French Navy VP.26 (19..).
ML.1023	Sittingbourne Shipbuilding	1. 2.41	Italian Navy (1946).
ML.1024	-do-	22. 3.41	ASL.3 (19..), mercantile <i>Miarka</i> (1946).
ML.1025	Berthon Boat (Lymington)	18. 6.41	FDB.69 (19..);sold .././47.
ML.1026	-do-	16. 6.41	FDB.33 (19..), mercantile <i>Wings of the Morn</i> (1947).
ML.1027	Bute Slip (Port Bannatyne)	9. 5.41	FDB.46 (19..); for sale ../1/46.
ML.1028	-do-	5. 8.41	Italian Navy (1946).
ML.1029	McGruer (Clynder)	 9.40	For sale ../7/46.
ML.1030	-do-	11.11.40	Foundered en route Suda/Crete 28/5/41.
ML.1031	Berthon Boat (Lymington)	 9.40	ASL.4 (19..); for sale ../8/46.
ML.1032	-do-	11.40	RHN DAVLIA (1947/62); sold .././62.
ML.1033	J Bolson (Poole)	9. 4.41	FDB.47 (19..), Chinese Nationalist Navy (1947).

Ordered 14/2/40

ML.1034	Harland & Wolff (Belfast)	29. 3.41	FDB.48 (19..); sold ../7/47.
ML.1035	-do-	 4.41	FDB.49 (19..); sold ../7/47.
ML.1036	G Bunn (Wroxham)	20. 8.41	FDB.50 (19..); for sale ../1/48.
ML.1037	Berthon Boat (Lymington)	3. 1.41	Lost in transit mercantile <i>Empire Endurance</i> torpedoed German submarine U.73 North Atlantic 20/4/41.
ML.1038	-do-	24. 1.41	RASC (1946).
ML.1039	Morgan Giles (Teignmouth)	26.11.40	Captured German Army Tobruk 20/6/42.

Ordered 22/5/40

ML.1040	R A Newman (Hamworthy)	10. 6.41	ASL.18 (19..); for sale ../8/46.
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Ordered 29/6/40

ML.1041	R A Newman (Hamworthy)	29. 5.41	For sale Freetown ../1/46.
ML.1042	-do-	7. 5.41	For sale Freetown ../1/46.
ML.1043	-do-	8. 6.41	RASC TC.1043 (1945); for sale ../5/47.
ML.1044	-do-	19. 8.41	For sale West Africa ../11/45.
ML.1045	J Bolson (Poole)	6. 6.41	RASC TC.1045 (1945); for sale .././46.
ML.1046	Berthon Boat (Lymington)	9. 7.41	For sale ../4/46.
ML.1047	-do-	22. 8.41	FDB.51 (19..), Chinese Nationalist Navy (1947).
ML.1048	McGruer (Clynder)	10. 2.41	RASC (1946).
ML.1049	-do-	11. 4.41	ASL.5 (19..); for sale ../8/46.
ML.1050	-do-	21. 7.41	For sale ../6/46.
ML.1051	Morgan Giles (Teignmouth)	10. 2.41	RHN PORTARIA (1945/61); sold Greece .././61.
ML.1052	-do-	8. 5.41	For sale Freetown ../1/46.
ML.1053	-do-	12. 7.41	SML.2 (1945), SML.322 (1949); sold 20/4/59.
ML.1054	G Bunn (Wroxham)	6.11.41	Wrecked off Heught Light 11/10/43 & written-off as constructive total loss.
ML.1055	-do-	14. 3.42	Mercantile <i>Gerenik</i> (1947).
ML.1056	D Hillyard (Littlehampton)	18. 8.41	ASL.6 (19..); for sale ../8/46.
ML.1057	-do-	30. 9.41	Explosion off Kilindini 13/10/44.

ML.1058	H Woods (Potter Heigham)	8. 9.41	FDB.52 (19..), Chinese Nationalist Navy (1947).	ML.1094	-do-	.....	Bombed German aircraft while building 4-5/5/41.
ML.1059	-do-	27. 9.41	FDB.53 (19..), Chinese Nationalist Navy (1947).	ML.1095	-do-	.....	Bombed German aircraft while building 4-5/5/41.
ML.1060	-do-	12. 1.42	Explosion Poole 6/8/44.	Ordered 27/12/40			
ML.1061	-do-	23. 4.42	RIN (1943); for sale ../6/46.	ML.1096	Thornycroft (Singapore)	.....	Lost incomplete ../2/42.
Ordered 26/7/40				ML.1097	-do-	.....	Lost incomplete ../2/42.
ML.1062	Thornycroft (Singapore)	 1.42	Gunfire IJN surface craft Banka Straits 16/2/42, salvaged & IJN SUKEI No. 11 (1942).	ML.1098	F Nichol (Durban)	 2.42	For sale Hong Kong ../1/47.
ML.1063	-do-	 1.42	Gunfire IJN surface craft off Tanjong Priok 1/3/42.	ML.1099	-do-	42	For sale Trincomalee ../1/46.
ML.1064	J Bolson (Poole)	3. 7.41	FDB.61 (19..); sold .././47.	Ordered 15/5/40			
ML.1065	M W Blackmore (Bideford)	16. 7.41	For sale West Africa ../11/45.	ML.1100	Irrawadi Flotilla (Rangoon)	 7.41	RIN (1944); sold .././47.
ML.1066	-do-	20. 8.41	For sale West Africa ../11/45.	ML.1101	-do-	 7.41	RIN (1944); sold .././47.
Ordered 31/7/40				ML.1102	-do-	10.41	RIN (1944); for sale ../3/47.
ML.1067	A H Moody (Swannick Shore)	8. 5.41	FDB.34 (19..), French Navy VP.24 (1948).	ML.1103	-do-	10.41	RIN (1944); sold .././47.
ML.1068	-do-	25. 6.41	FDB.54 (19..), Chinese Nationalist Navy (1947).	ML.1104	Rangoon Dockyard	30. 6.41	RIN (1944); sold .././47.
ML.1069	Watercraft (East Molesey)	28. 5.41	Captured German Army Tobruk 20/6/42.	Ordered 27/11/40			
ML.1070	-do-	28. 5.41	FDB.55 (19..); sold .././48.	ML.1105	Africa Marine & General Engineering (Mombasa)	3. 3.43	ML.3502 (1949), RMN SRI TRENGGANU (1949).
Ordered 14/9/40				ML.1106	-do-	3. 8.43	Portuguese Navy (1947).
ML.1071	Sittingbourne Shipbuilding	21. 8.41	FDB.56 (19..); sold ../11/47.	ML.1107	-do-	30.11.43	Sold ../4/48.
ML.1072	-do-	13.10.41	French Navy VP.21 (1943).	ML.1108	-do-	6. 6.44	Portuguese Navy (1947).
Ordered 13/8/40				Ordered 8/1/42			
ML.1073	L Robinson (Tewkesbury)	18. 5.41	RIN (1943); for sale .././46.	ML.1109	H Mohatta (Karachi)	15. 5.44	Sold .././47.
ML.1074	-do-	42	RAN (1942); sold 24/1/48.	ML.1110	-do-	1. 5.44	ML.3110 (1951).
ML.1075	L Robinson (Lowestoft)	11.12.41	ASL.19 (19..), mercantile <i>Ancelia</i> (1946).	ML.1111	-do-	 6.44	Sold .././47.
Ordered 2/9/40				ML.1112	Hooghly Dock (Calcutta)	6.12.44	ML.3112 (1951).
ML.1076	H McLean (Renfrew)	1. 8.41	Sold Freetown 22/12/45.	ML.1113	-do-	24.12.44	Sold .././47.
ML.1077	-do-	12. 8.41	For sale Freetown ../12/45.	ML.1114	Bombay Steam Navigation	21. 1.44	For sale ../11/46.
ML.1078	-do-	17.11.41	For sale Freetown ../12/45.	ML.1115	Garden Reach (Calcutta)	10. 6.43	For sale ../11/46.
ML.1079	-do-	6. 4.42	RIN (1943/46); sold .././47.	ML.1116	Bombay Dockyard	 4.44	For sale ../11/46.
ML.1080	E F Elkins (Christchurch)	8.10.41	ML.3501 (1950), RMN SRI KEDAH (1951)	ML.1117	-do-	23. 3.44	ML.3117 (1951).
ML.1081	Berthon Boat (Lymington)	19. 9.41	SML.3 (1945), SML.323 (1949), IIN (19..).	ML.1118	India General Navigation	11.11.44	ML.3118 (1951).
ML.1082	-do-	1.12.41	Sold 22/7/47.	ML.1119	-do-	27. 7.44	Lost cause unknown Indian waters 7/10/44.
ML.1083	M W Blackmore (Bideford)	23.10.41	Wrecked Gulf of Kos 20/2/44.	ML.1120	Garden Reach (Calcutta)	22. 7.43	Sold .././47.
ML.1084	-do-	19. 1.42	RIN (1942/46); sold .././47.	Ordered 30/5/41			
Ordered 14/10/40				ML.1121	Sussex Shipbuilding (Shoreham)	10. 7.42	Foundered off Pantellaria 31/12/43.
ML.1085	Sussex Shipbuilding (Shoreham)	16. 9.41	SML.4 (1945), SML.324 (1949); sold 9/6/59.	ML.1122	-do-	29. 5.42	Sold .././46.
ML.1086	-do-	4.11.41	For sale ../10/46.	ML.1123	-do-	2. 8.42	Sold ../10/46.
ML.1087	-do-	3. 1.42	RIN (1942/44); sold .././47.	ML.1124	-do-	2.10.42	Turkish Navy LM.1 (1943).
Ordered 18/10/44				ML.1125	Berthon Boat (Lymington)	28. 4.42	RAN (1943), RIN (1944); sold .././47.
ML.1088	McGruer (Clynder)	24.11.41	Sold Kilindini .././46.	ML.1126	-do-	21. 5.42	Palestine Police (1946).
ML.1089	-do-	29. 5.42	Sold Freetown ../1/46.	ML.1127	-do-	9. 6.42	French Navy VP.9 (1943).
Ordered 14/10/40				ML.1128	-do-	30. 6.42	French Navy VP.6 (1944).
ML.1090	Ranalah Yacht (Wooton)	22. 1.42	RNZN (1942); lost in transit mercantile <i>Port Hunter</i> torpedoed German submarine U..... North Atlantic 11/7/42.	ML.1129	Thornycroft (Hampton)	23. 4.42	RAN (1942); sold 10/12/47.
ML.1091	-do-	16. 7.42	SML.5 (1945), SML.325 (1949); sold 22/7/58.	ML.1130	-do-	30. 4.42	Sold .././46.
Ordered 23/10/40				ML.1131	-do-	12. 5.42	Sold .././46.
ML.1092	Harland & Wolff (Belfast)	.....	Bombed German aircraft while building 4-5/5/41.	ML.1132	-do-	13. 6.42	French Navy VP.8 (1943).
ML.1093	-do-	.....	Bombed German aircraft while building 4-5/5/41.	ML.1133	-do-	27. 6.42	French Navy VP.7 (1943).
				ML.1134	-do-	13. 8.42	For sale Gibraltar ../7/46.
				ML.1135	-do-	18. 9.42	Turkish Navy LM.2 (1943).
				ML.1136	-do-	22.10.42	French Navy VP.14 (1943).
				ML.1137	L Robinson (Lowestoft)	10. 9.42	Sold Freetown 18/12/45.

ML.1138	-do-	17.11.42	French Navy VP.2 (1943).	ML.1182	-do-	23. 3.43	Returned USN ../3/47.
ML.1139	L Robinson (Tewkesbury)	3. 7.42	French Navy VP.16 (1943).	ML.1183	Madden & Lewis (Sausalito)	 3.43	RNZN, P.3551 (1950), MAKO (1956).
ML.1140	J Bolson (Poole)	19. 6.42	ASL.7 (19..), GANNET (1946); sold 1/3/57.	ML.1184	-do-	 3.43	RNZN, P.3552 (1950), PAEA (1956).
ML.1141	-do-	12.10.42	French Navy VP.22 (1943).	ML.1185	-do-	 4.43	RNZN, New Zealand Army BOMBARDIER (1948), RNZN P.3567 (19..), MANGA (19..), OLPHERT (ii) (19..).
ML.1142	H Woods (Potter Heigham)	4. 7.42	French Navy VP.13 (1944).	ML.1186	-do-	 5.43	RNZN; sold ../5/47.
ML.1143	-do-	20. 8.42	French Navy PALMYRE (1943), VP.31 (1944).	ML.1187	Everett (Wash- ington)	 5.43	RNZN, P.3566B (19..), TARAPUNGA (1955).
ML.1144	-do-	10.11.42	French Navy VP.15 (1944).	ML.1188	-do-	 5.43	RNZN, P.3556A (19..), TAKUPU (1955).
ML.1145	-do-	26.11.42	Palestine Police (1946).	ML.1189	-do-	 5.43	Sold .././46.
ML.1146	Anderson, Rig- den & Perkins (Whitstable)	6. 6.42	Sold .././46.	ML.1190	-do-	 6.43	RNZN, P.3562 (19..), OLPHERT (i) (1956), PARORE (1967).
ML.1147	-do-	22. 5.42	For sale ../6/45.	ML.1191	Grays Harbor (Aberdeen)	 8.43	RNZN, P.3553 (19..), TAMAKI (1961), KAHAWAI (1966).
ML.1148	A H Moody (Swannick Shore)	23. 4.42	RIN (1943); sold .././47.	ML.1192	-do-	 8.43	RNZN, P.3554 (19..), IRIRANGI (1961), MARORO (19..); sold .././72.
ML.1149	-do-	29. 5.42	RHN KLISSOURA (1945); for sale .././62.	ML.1193	-do-	 8.43	RNZN, P.3555 (19..); VITI (1955), NGAPONA (ii) (1959), TAMURE (1967); sold .././73.
ML.1150	M W Blackmore (Bideford)	10. 5.42	Sold 22/7/47.	ML.1194	-do-	 8.43	RNZN, P.3561 (1948), NGAPONA (i) (1950); wrecked place unknown 8/11/57 & scrapped.
ML.1151	-do-	 6.42	RIN (1944); sold .././47.				
ML.1152	-do-	2. 7.42	French Navy VP.11 (1944).				
ML.1153	-do-	18. 8.42	Lost in transit en route Turkey ../9/42.				
ML.1154	G Bunn (Wrox- ham)	30. 1.43	Mined Bizerte 14/5/43.				
ML.1155	-do-	2. 4.43	Italian Navy (1946).				
ML.1156	Bute Slip (Port Bannatyne)	10.11.42	Sold .././46.				
ML.1157	-do-	30.12.42	Lost in transit ../4/43.	Ordered 4/6/41			
ML.1158	D Hillyard (Littlehampton)	11. 5.42	Palestine Government ../2/46.	ML.1195	Africa Marine (Mombasa)	12.44	For sale .././45.
ML.1159	-do-	8. 6.42	For sale Alexandria ../7/46.	ML.1196	-do-	.....	Cancelled .././45
ML.1160	Sittingbourne Shipbuilding	4. 6.42	Sold Freetown 22/12/45.	Ordered 25/11/41			
ML.1161	-do-	 8.42	RAN (1943), mercantile <i>Los Negros</i> (1947).	ML.1197	F Nichol (Dur- ban)	24. 7.43	SAN; for sale .././61.
ML.1162	E F Elkins (Christchurch)	14. 5.42	Sold .././46.	ML.1198	-do-	26. 7.43	SAN; for sale .././61.
ML.1163	-do-	31.12.42	Torpedoed German MTB S..... Adriatic 5/1/45.	ML.1199	-do-	20. 7.43	SAN; for sale .././61.
ML.1164	Waltercraft (East Molesey)	18. 9.42	French Navy BAALBEK (1943), VP.32 (1944).	ML.1200	-do-	4. 8.43	SAN; for sale .././61.
ML.1165	-do-	16.10.42	Sold .././46.	ML.1201	-do-	6. 8.43	SAN; for sale .././61.
ML.1166	-do-	2. 2.43	French Navy VP.5 (1943), mercantile <i>La Belle Brise</i> (1952).	ML.1202	-do-	3. 8.43	SAN; for sale .././61.
				ML.1203	Spradbrow (Durban)	22. 7.43	SAN; for sale .././61.
				ML.1204	-do-	10.12.43	SAN; for sale .././61.
Ordered 17/6/41				Ordered 17/7/41			
ML.1167	Thornycroft (Singapore)	.....	Lost incomplete ../2/42.	ML.1205	Walker (Colom- bo)	29.12.44	Burmese Navy (1946); for sale .././49.
ML.1168	-do-	.....	Lost incomplete ../2/42.	ML.1206	-do-	28. 6.45	Burmese Navy (1946); sold Burma .././49.
Ordered 26/6/41				ML.1207	-do-	.....	Cancelled 29/12/44.
ML.1169	Thornycroft (Singapore)	.....	Lost incomplete ../2/42.	ML.1208	-do-	.....	Cancelled 29/12/44.
ML.1170	-do-	.....	Lost incomplete ../2/42.	Ordered 30/6/41			
Ordered 21/2/42				ML.1209	R A Newman (Hamworthy)	11. 5.42	Sold Freetown 18/12/45.
ML.1171	Dodge (Newport News)	11.12.42	Returned USN ../3/47.	ML.1210	-do-	25. 6.42	Mercantile <i>Perchance</i> (1946).
ML.1172	-do-	16.12.42	Returned USN ../3/47.	Ordered 1/7/41			
ML.1173	-do-	7. 1.43	Returned USN ../3/47.	ML.1211	Thornycroft (Hampton)	24.11.42	For sale Alexandria ../6/46.
ML.1174	-do-	16. 1.43	Returned USN ../3/47.	ML.1212	-do-	11.12.42	Lost in transit ../4/43.
ML.1175	-do-	12. 2.43	Returned USN ../3/47.	Ordered 15/11/41			
ML.1176	-do-	12. 2.43	Returned USN ../3/47.	ML.1213	Vosper (Singa- pore)	.....	Lost incomplete ../2/42.
ML.1177	-do-	12. 2.43	Returned USN ../3/47.	ML.1214	-do-	.....	Lost incomplete ../2/42.
ML.1178	-do-	4. 3.43	Returned USN ../3/47.	ML.1215	-do-	.....	Lost incomplete ../2/42.
ML.1179	-do-	4. 3.43	Foundered stress of weather north of Jamaica 21/8/44.	ML.1216	-do-	.....	Lost incomplete ../2/42.
				ML.1217	-do-	.....	Lost incomplete ../2/42.
ML.1180	-do-	4. 3.43	Returned USN ../3/47.	ML.1218	-do-	.....	Lost incomplete ../2/42.
ML.1181	-do-	23. 3.43	Returned USN ../3/47.	ML.1219	-do-	.....	Lost incomplete ../2/42.

ML.1220	-do-	.....	Lost incomplete ..2/42.	Ordered 29/3/42			
				ML.1261	Bombay Dock- yard	18.11.45	RIN, RPN (1947), ML.3517 (1951).
ML.	H McLean (Ren- frew)/Gleniffer	43	Yacht <i>Amore</i> (19..).	ML.1262	-do-	11.45	RIN, RPN (1947), ML.3518 (1951).
Ordered 17/12/41				ML.1263	-do-	16. 1.45	RIN, RPN (1947), ML.3519 (1951).
ML.1221	A H Moody (Swannick Shore)	6. 8.42	RHN BIZANI (1945/62); for sale .././62.	ML.1264	-do-	.....	RIN; cancelled .././45.
ML.1222	-do-	9. 3.43	Sold .././46.	ML.1265	H Mohatta (Kar- achi)	28. 9.44	RIN; sold .././47.
ML.1223	Sussex Ship- building (Shore ham)	9. 3.43	French Navy VP.3 (ii) (1945).	ML.1266	-do-	7.11.44	RIN, RPN (1947), ML.3520 (1951).
ML.1224	-do-	 6.43	Mercantile <i>Santa Clara</i> (1947).	ML.1267	-do-	11. 3.44	RIN; sold .././47.
ML.1225	R A Newman (Hamworthy)	6. 8.42	French Navy VP.12 (1944).	ML.1268	Scindia	29. 1.45	RIN; sold .././47.
ML.1226	-do-	12.10.42	Mined Alexandropolis 4/10/45.	Ordered 24/4/42			
ML.1227	Sittingbourne Shipbuilding	24.11.42	Gunfire German surface craft off Piraeus 5/10/44.	ML.1269	D Hillyard (Littlehampton)	7. 1.43	Sold ../8/46.
ML.1228	-do-	23. 1.43	French Navy VP.6 (1944).	ML.1270	-do-	1. 4.43	Sold .././46.
ML.1229	McGruer (Clyn- der)	19.10.42	French Navy VP.749 (1946).	ML.1271	-do-	22. 4.43	Mercantile <i>Madonna ta Pompei</i> (1946).
ML.1230	-do-	3.12.42	Scuttled off Malta ../9/46.	ML.1272	-do-	5. 7.43	Burmese RNVR (1945).
ML.1231	M W Blackmore (Bideford)	7.10.42	French Navy VP.23 (1943), VP.758 (19..).	ML.1273	Anderson, Rig- den & Perkins (Whitstable)	6. 3.43	French Navy VP.82 (1946).
ML.1232	-do-	23.11.42	Sold .././46.	ML.1274	-do-	23. 1.43	FDB.62 (19..); sold 14/6/48.
ML.1233	Anderson, Rig- den & Perkins (Whitstable)	2.10.42	French Navy VP.3 (i) (1943).	ML.1275	-do-	21. 6.43	For sale Singapore .././47.
ML.1234	-do-	19.10.42	For sale Gibraltar ../1/46.	ML.1276	A H Moody (Swannick Shore)	21. 1.43	FDB.63 (19..); sold ../7/47.
ML.1235	D Hillyard (Littlehampton)	4. 9.42	For sale Gibraltar ../1/46.	ML.1277	-do-	20. 3.43	Israeli Navy (1946).
ML.1236	-do-	21.10.42	Mercantile <i>Neba</i> (1947).	ML.1278	-do-	20. 5.43	Mercantile <i>Lady Walrus</i> (1946).
Ordered 18/12/41				ML.1279	Bute Slip (Port Bannatyne)	24.11.43	FDB.70 (19..), ML.3511 (19..), mercantile <i>Islandu</i> (1948).
ML.1237	Berthon Boat (Lymington)	30. 7.42	Scuttled off Malta ../9/46.	ML.1280	-do-	25. 4.44	ML.3503 (19..), mercantile <i>Lady Ellen</i> (1958).
ML.1238	-do-	17. 9.42	Sold ../11/46.	ML.1281	Sittingbourne Shipbuilding	19. 5.43	Sold 13/10/49.
ML.1239	-do-	14.10.42	Italian Navy (1946).	ML.1282	-do-	26. 7.43	Turkish Navy LM.6 (1943).
ML.1240	-do-	14.11.42	French Navy VP.4 (1943).	ML.1283	Thornycroft (Hampton)	25. 3.43	RASC (1946), mercantile <i>Amanda Mary</i> (1948).
ML.1241	H McLean (Ren- frew)	5. 2.43	Scuttled off Malta ../9/46.	ML.1284	-do-	3. 4.43	Mercantile <i>Nejm</i> (1946).
ML.1242	-do-	31. 4.43	For sale ../9/46.	ML.1285	-do-	27. 4.43	Singapore Government (1946).
ML.1243	-do-	29. 5.43	Turkish Navy LM.8 (1943).	ML.1286	-do-	22. 4.43	Burmese Navy (1946).
ML.1244	-do-	20. 8.43	Lost in transit 25/11/43.	ML.1287	-do-	25. 6.43	Singapore Customs (1946).
Ordered 21/2/42				ML.1288	-do-	26. 5.43	Mercantile (1946).
ML.1245	L Robinson (Tewkesbury)	3. 4.43	Turkish Navy LM.7 (1943).	ML.1289	-do-	2. 7.43	Lost in transit 25/11/43.
ML.1246	-do-	14. 4.43	Palestine Police (1946).	ML.1290	-do-	23. 7.43	Sold .././46.
ML.1247	-do-	22. 4.43	Sold ../3/47.	ML.1291	-do-	28. 8.43	Sold .././46.
ML.1248	L Robinson (Lowestoft)	2. 6.43	Singaporean Customs PANAH (1946).	ML.1292	Sussex Ship- building (Shore- ham)	8. 6.43	RHN DISTRATON (1945/62); sold .././62.
ML.1249	R A Newman (Hamworthy)	11.11.42	French Navy VP.1 (1943).	ML.1293	-do-	1. 6.43	French Navy (1946) for Indo- China.
ML.1250	-do-	1.12.42	French Navy VP.10 (1943).	ML.1294	-do-	20. 7.43	Turkish Navy LM.5 (1943).
ML.1251	-do-	25. 1.43	Italian Navy (1946).	ML.1295	-do-	12.11.43	FDB.74 (19..), ML.3512 (19..); sold 17/11/58.
ML.1252	-do-	19. 2.43	RHN FARSALA (1945/62); sold .././62.	ML.1296	McGruer (Clyn- der)	29. 1.43	Turkish Navy LM.4 (1943).
ML.1253	-do-	5. 4.43	Sold ../11/46.	ML.1297	-do-	10. 4.43	Sold .././46.
ML.1254	-do-	15. 4.43	MSU.1 (1946); sold .././47.	ML.1298	-do-	17. 6.43	Burmese Navy (1946).
ML.1255	Berthon Boat (Lymington)	11.12.42	Sold Freetown ../1/46.	ML.1299	-do-	5. 8.43	Burmese RNVR (1945).
ML.1256	-do-	18. 1.43	Turkish Navy LM.3 (1943).	ML.1300	M W Blackmore (Bideford)	20. 1.43	FDB.64 (1948); sold ../6/48.
ML.1257	-do-	18. 2.43	Mercantile <i>Marica</i> (1948).	ML.1301	-do-	6. 4.43	MSU.2 (1946), MEDA (SML.352 - 1946); sold 25/6/66.
ML.1258	-do-	1. 4.43	Sold ../3/47.	ML.1302	-do-	19. 4.43	Mercantile <i>Santa Katerina</i> (1946).
ML.1259	-do-	28. 4.43	Damaged gunfire German shore batteries south of France 31/10/44 & written-off as constructive total loss.	ML.1303	-do-	15. 6.43	Cannibalised for spares (1946).
ML.1260	-do-	28. 6.43	RNethN (1946).				

ML.1304	H Woods (Potter Heigham)	20. 4.43	Burmese RNVR (1945).	ML.1344	Truscott Boat (St Joseph)	 9.45	RAN; sold .././49.
ML.1305	-do-	 5.43	Mercantile <i>Lewina</i> (1947).	ML.1345	-do-	 5.45	RAN; sold .././49.
ML.1306	-do-	13. 8.43	Burmese RNVR (1945).	ML.1346	-do-	6. 1.45	RAN; sold .././49.
ML.1307	-do-	20. 9.43	RHN KARIA (1945/61); for sale .././61.	ML.1347	-do-	31.12.44	RAN; sold .././49.
ML.1308	G Bunn (Wroxham)	4. 9.43	Sold Gibraltar ../5/46.	ML.1348	Ackerman Boat (Azusa)	 3.44	RNZN, ML.3563 (19..), PEGASUS (1956), KUPARU (1967), TOROA (1968).
ML.1309	-do-	4. 2.44	FDB.75 (19..); sold 14/4/48.	ML.1349	-do-	 3.44	RNZN, ML.3565 (19..), WAKEFIELD (1956), HAKU (1964).
ML.1310	-do-	5. 5.44	FDB.79 (19..), mercantile <i>The Bee</i> (1947).	ML.1350	-do-	 3.44	RNZN, ML.3564 (19..), KOURA (1967).
Ordered 31/8/42				ML.1351	-do-	 3.44	RNZN, mercantile <i>Aotearoa</i> (1951).
ML.1311	 (Ceylon)	.....	Cancelled .././...	ML.1352	Freeport (Long Island)	12. 5.44	RAN; sold .././49.
ML.1312	-do-	.....	Cancelled .././...	ML.1353	-do-	18.10.44	RAN; sold .././49.
ML.1313	-do-	.....	Cancelled .././...	ML.1354	-do-	11.12.44	RAN; sold .././49.
ML.1314	-do-	.....	Cancelled .././...	ML.1355	-do-	11.12.44	RAN; sold .././49.
ML.1315	Pehara (Alexandria)	15. 5.45	FDB.40 (1945); for sale .././46.	ML.1356	Elscot Boats (City Island)	20.12.44	RAN; sold .././49.
ML.1316	-do-	30. 5.45	FDB.41 (1945); for sale .././46.	ML.1357	-do-	4.11.44	RAN; sold .././49.
ML.1317	-do-	19. 6.45	FDB.42 (1945); for sale .././46.	ML.1358	-do-	21.10.44	RAN; sold .././49.
ML.1318	-do-	30. 6.45	FDB.43 (1945), RASC (1945); for sale .././46.	ML.1359	-do-	22. 9.44	RAN; sold .././49.
ML.1319	-do-	 8.45	FDB.44 (1945); for sale .././46.	ML.1360	W E John (Rye)	25.10.43	FDB.28 (19..); returned USN ../3/47.
ML.1320	-do-	31. 7.45	FDB.45 (1945); for sale .././46.	ML.1361	-do-	22.12.43	FDB.29 (19..); returned USN ../3/47.
Ordered 27/6/42				ML.1362	-do-	21.11.43	FDB.30 (19..); returned USN ../3/47.
ML.1321	Purdon & Featherstone (Hobart)	11.11.43	RAN; sold ../7/71.	ML.1363	-do-	15. 2.44	FDB.31 (19..); returned USN ../3/47.
ML.1322	-do-	17. 1.44	RAN; Philippines Navy (1958).	ML.1364	Dodge Boat (Newport News)	20. 7.43	Returned USN ../3/47.
ML.1323	MacFarland (Adelaide)	21. 1.44	RAN, IIN (1956).	ML.1365	-do-	9.10.43	Returned USN ../3/47.
ML.1324	-do-	12. 6.44	RAN; for sale .././64.	ML.1366	-do-	27.10.42	Returned USN ../3/47.
ML.1325	E Jack (Launceston)	4.11.43	RAN; for sale .././64.	ML.1367	-do-	27.10.43	Returned USN ../3/47.
ML.1326	-do-	19. 1.44	RAN; Philippines Navy (1958).	Ordered 11/9/42			
Ordered 24/5/43				ML.1368	R A Newman (Hamworthy)	9. 6.43	Burmese Navy (1946).
ML.1327	MacFarland (Adelaide)	29. 5.44	RAN; Philippines Navy (1958).	ML.1369	-do-	25. 6.43	Burmese RNVR (1945).
ML.1328	-do-	16. 1.45	RAN; Philippines Navy (1958).	ML.1370	Watercraft (East Molesey)	6. 4.45	French Navy VP.72 (1946).
ML.1329	-do-	14. 6.44	RAN; Philippines Navy (1958).	ML.1371	-do-	.....	Cancelled .././44.
Ordered 20/10/43				ML.1372	Berthon Boat (Lymington)	28. 7.43	French Navy VP.... (1946).
ML.1330	F Nichol (Durban)	23. 6.44	SAN.	ML.1373	-do-	24. 8.43	For sale .././46.
ML.1331	-do-	28. 6.44	SAN.	ML.1374	A H Moody (Swannick Shore)	31. 7.43	Burmese Government (1946).
ML.1332	-do-	25. 6.44	SAN.	ML.1375	-do-	2.10.43	RHN KASTRAKI (1945/61); for sale .././61.
ML.1333	-do-	15. 9.44	SAN, RMN ML.3505 (19..), SRI PAHANG (1958).	Ordered .././..			
ML.1334	-do-	16.10.44	SAN, RMN ML.3506 (19..), SRI NEGRI SEMBILAN (1950).	ML.1376	M W Blackmore (Bideford)	5. 7.43	Malayan Government (1947).
ML.1335	-do-	2. 1.45	RAN, RMN ML.3507 (19..), SRI PERAK (1954).	ML.1377	-do-	4. 9.43	French Navy VP.71 (1946).
ML.1336	-do-	30. 9.44	RAN, Malayan Government (1947).	ML.1378	-do-	11.10.43	FDB.80 (19..), ISIS (19..), ML.3513 (19..).
ML.1337	-do-	11.12.44	RAN, RNethN (1946/49); for sale .././62.	ML.1379	-do-	17.11.43	FDB.81 (19..); sold .././47.
Ordered 30/6/42				ML.1380	McGruer (Clynder)	16. 9.43	Foundered Aegean 1/5/44.
ML.1338	C P Leek (New Jersey)	31. 5.44	RAN; sold .././49.	ML.1381	-do-	11.43	Captured German Navy Sirina 26/8/44.
ML.1339	-do-	15. 6.44	RAN; sold .././49.	ML.1382	Anderson, Rigden & Perkins (Whitstable)	3. 9.43	ASL.8 (19..); for sale ../8/46.
ML.1340	L S Thorsen (Ellesworth)	12. 5.44	RAN; sold .././49.	ML.1383	-do-	30.12.43	FDB.86 (19..); for sale ../10/46.
ML.1341	-do-	1.12.44	RAN; sold .././49.	ML.1384	R A Newman (Hamworthy)	11.43	For sale Malta ../8/46.
ML.1342	-do-	24. 7.44	RAN; sold .././49.	ML.1385	-do-	 8.43	RMN ML.3508 (1949), SRI KELANTAN (1950).
ML.1343	-do-	3.10.44	RAN; sold .././49.				

ML.1386	-do-	 9.43	ML.3509 (1949).	ML.1425	-do-	10. 7.45	French Navy VP.41 (1943).
ML.1387	-do-	29.12.43	FDB.76 (19..); THAMES (1949), ML.3516 (19..), MEDUSA (1960).	ML.1426	-do-	.....	Cancelled ../1/46.
ML.1388	Sittingbourne Shipbuilding	25.11.43	Wrecked near Hartlepool 24/12/43 & written-off as constructive total loss.	ML.1427	-do-	.....	Cancelled ../1/46.
ML.1389	-do-	12. 2.44	FDB.58 (19..), IIN (1949); wrecked near Fort William ../1/50 & written-off as constructive total loss.	ML.1428	Alcock Ash-down (Bombay)	.....	Cancelled .././...
ML.1390	Berthon Boat (Lymington)	 9.43	FDB.85 (19..); Chinese Nationalist Navy (1947).	ML.1429	-do-	.....	Cancelled .././...
ML.1391	-do-	11.43	FDB.72 (19..), ML.3515 (19..), Nigerian Navy (1959).	ML.1430	Scindia (Bombay)	5.10.45	For sale India ../7/46.
ML.1392	-do-	20.12.43	FDB.73 (19..); sold ../10/47.	ML.1431	-do-	.....	Cancelled .././45.
ML.1393	-do-	10. 2.44	SML.6 (1945), SML.326 (1949); sold 20/4/59.	ML.1432	Bombay Steam Navigation	11.12.45	French Navy VP.81 (1946).
ML.1394	H McLean (Renfrew)	 8.43	Lost cause unknown Trincomalee .././46.	ML.1433	Armedi (Bombay)	.....	Cancelled ../6/45.
ML.1395	-do-	10.43	Mercantile <i>Dorina</i> (1946).	ML.1434	 (India)	.....	Cancelled .././...
ML.1396	L Robinson (Lowestoft)	27. 3.44	FDB.82 (19..), mercantile <i>Pride of the Dart</i> (1947).	ML.1435	-do-	.....	Cancelled .././...
ML.1397	-do-	7. 7.44	FDB.65 (19..), IIN (1948).	ML.1436	-do-	.....	Cancelled .././...
Ordered 19/3/43				ML.1437	-do-	.....	Cancelled .././...
ML.1398	E F Elkins (Christchurch)	 6.43	Malayan Government (1947).	ML.1438	-do-	.....	Cancelled .././...
ML.1399	-do-	 3.44	Sold ../2/46.	ML.1439	-do-	.....	Cancelled .././...
ML.1400	-do-	24. 1.45	FDB.35 (1945), RNethN (1946).	Ordered 25/3/44			
ML.1401	D Hillyard (Southampton)	 5.44	Mercantile <i>Keredon</i> (1946).	ML.1440	Hiltebrandt (Kingston)	29. 3.45	FDB.15 (1945), RNethN (1945).
ML.1402	-do-	16. 7.44	FDB.66 (19..), ML.3514 (19..); sold .././58.	ML.1441	-do-	20. 4.45	FDB.16 (1945); returned USN ../10/45.
ML.1403	Anderson, Rigden & Perkins (Whitstable)	 8.44	Sold ../2/46.	ML.1442	-do-	20. 4.45	FDB.17 (1945); returned USN ../10/45.
ML.1404	-do-	25. 5.44	ASL.9 (19..); for sale ../8/46.	ML.1443	-do-	 6.45	FDB.18 (1945); returned USN ../10/45.
ML.1405	R A Newman (Hamworthy)	 3.44	FDB.83 (19..), Chinese Nationalist Navy (1947).	ML.1444	Elscot (City Island)	26. 4.45	FDB.19 (1945); returned USN ../10/45.
ML.1406	-do-	 5.44	FDB.84 (19..), Chinese Nationalist Navy (1947).	ML.1445	-do-	6. 4.45	FDB.20 (1945); returned USN ../10/45.
ML.1407	H McLean (Renfrew)	12.43	RNethN (1945).	ML.1446	-do-	45	FDB.21 (1945); returned USN 15/8/45.
ML.1408	-do-	29. 2.44	FDB.78 (19..); sold 25/5/48.	ML.1447	Quincy Adams (.....)	16.12.44	Returned USN ../1/46.
ML.1409	M W Blackmore (Bideford)	12.43	RNethN (1945).	ML.1448	-do-	1. 1.45	Returned USN ../1/46.
ML.1410	-do-	22. 2.44	ASL.10 (19..), mercantile <i>Fantasia</i> (1947).	ML.1449	-do-	17. 3.45	FDB.32 (1945), RNethN (1945).
ML.1411	-do-	2. 5.44	SML.7 (1945), SML.327 (1949); burnt-out Plymouth Sound ../6/53.	ML.1450	Harris & Parsons (Greenwich)	4. 1.45	FDB.11 (1945), RNethN (1945).
ML.1412	-do-	30. 5.44	ASL.11 (19..); for sale ../8/46.	ML.1451	-do-	26. 3.45	FDB.22 (1945), RNethN (1945).
ML.1413	Berthon Boat (Lymington)	 3.44	Sold .././46.	ML.1452	-do-	19. 4.45	FDB.23 (1945); returned USN ../10/45.
ML.1414	-do-	 4.44	Yacht <i>Aisha</i> (1946).	ML.1453	Perkins & Vaughan (Wickford)	24. 1.45	FDB.12 (1945), RNethN (1945).
ML.1415	McGruer (Clynder)	30.12.43	ASL.12 (19..); for sale ../8/46.	ML.1454	-do-	13. 3.45	FDB.24 (1945), RNethN (1945).
ML.1416	-do-	1. 2.44	ASL.13 (19..); for sale ../8/46.	ML.1455	-do-	2. 4.45	FDB.25 (1945); returned USN ../10/45.
ML.1417	-do-	28. 3.44	Mined off Flushing 15/2/45 & foundered in tow.	Ordered 7/8/43			
ML.1418	-do-	 4.44	Sold .././46.	ML.1456	M W Blackmore (Bideford)	25. 7.44	Burmese RNVR (1945).
ML.1419	H Woods (Potter Heigham)	6. 3.44	ASL.14 (19..), PEREGRINE (1946); sold 20/8/56.	ML.1457	-do-	21. 9.44	French Navy VP.42 (1946).
ML.1420	-do-	28. 4.44	ML.3510 (19..); sold Hong Kong ../5/59.	ML.1458	D Hillyard (Littlehampton)	27.11.44	Sold .././47.
ML.1421	A H Moody (Swannick Shore)	23.12.43	FDB.77 (19..); sold .././47.	ML.1459	-do-	6. 3.45	FDB.36 (1945); for sale Calcutta ../9/46.
ML.1422	-do-	3. 3.44	ASL.15 (19..); for sale ../8/46.	ML.1460	-do-	.....	Cancelled .././44.
ML.1423	-do-	 4.44	French Navy VP.747 (1946).	ML.1461	McGruer (Clynder)	7. 6.44	ASL.16 (19..); for sale ../6/46.
Ordered 1/5/43				ML.1462	-do-	27. 7.44	Burmese RNVR (1945).
ML.1424	H Mohatta (Karachi)	22. 5.45	Burmese Navy (1946).	ML.1463	-do-	18. 9.44	Burmese RNVR (1945).
				ML.1464	-do-	.....	Cancelled .././44.
				ML.1465	Berthon Boat (Lymington)	26. 5.44	Sold .././45.
				ML.1466	-do-	25. 7.44	FDB.67 (19..); sold .././47.
				ML.1467	-do-	28. 9.44	Burmese RNVR (1945).
				ML.1468	-do-	11.12.44	Sold .././47.

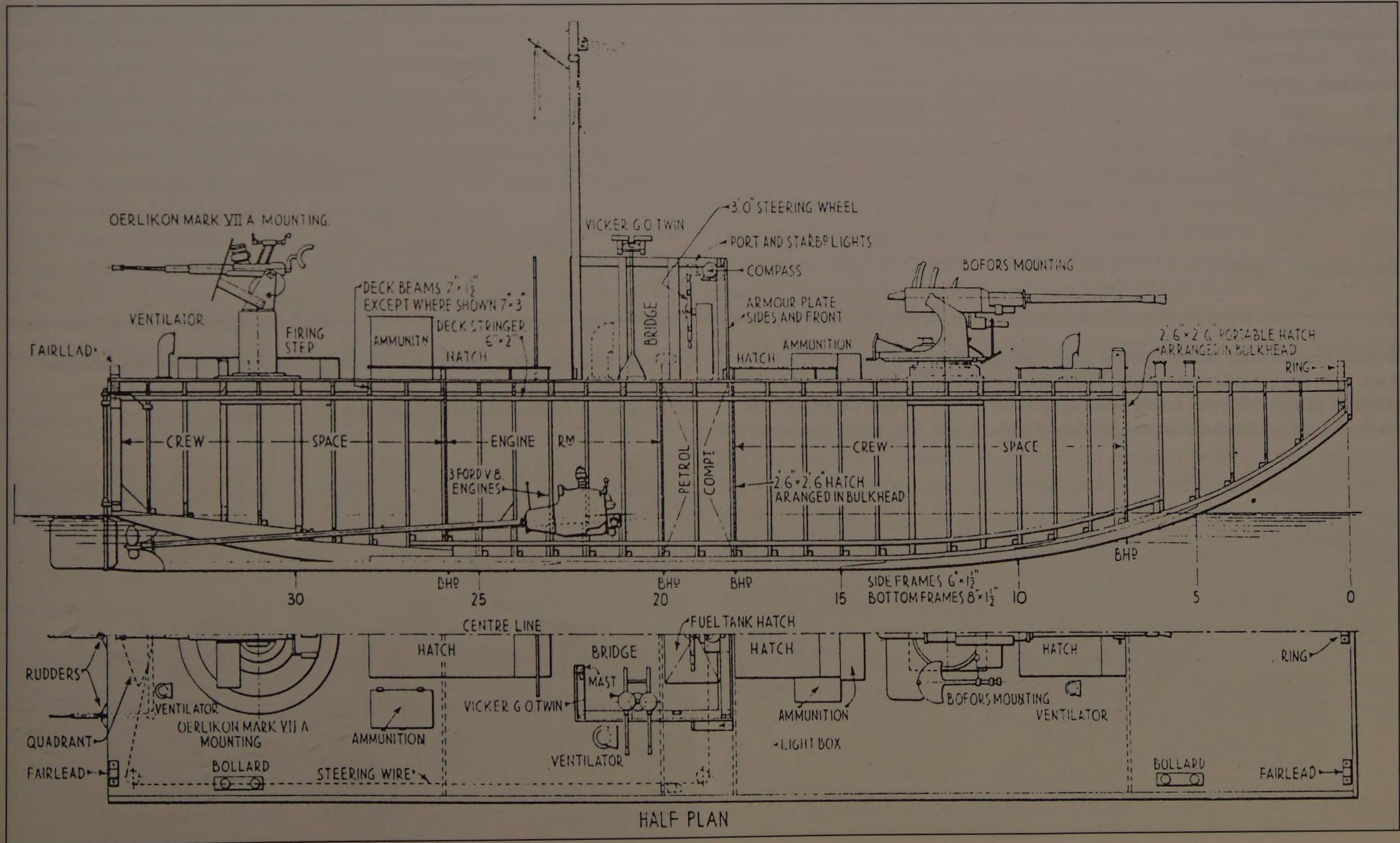
ML.1469	Sittingbourne Shipbuilding	4. 7.44	FDB.68 (19..); sold 9/9/47.
ML.1470	-do-	3.10.44	RNethN (1947).
ML.1471	-do-	9. 1.45	FDB.71 (19..); sold 4/3/48.
Ordered 25/3/44			
ML.1472	Huskins Yacht (Jacksonville)	13. 3.45	FDB.13 (1945), RNethN (1945).
ML.1473	-do-	17. 1.45	FDB.14 (1945), RNethN (1945).
ML.1474	-do-	17. 3.45	FDB.26 (1945), RNethN (1945).
ML.1475	-do-	17. 3.45	FDB.27 (1945), RNethN (1945).
Ordered 10/1/44			
ML.1476	H McLean (Renfrew)	11. 8.44	Sold ../11/47.
ML.1477	-do-	12. 9.44	Burmese RNVR (1945).
ML.1478	-do-	19.11.44	Burmese RNVR (1945).
Ordered 29/11/44			
ML.1479	Anderson, Rigden & Perkins (Whitstable)	12.10.44	RNethN (1947).
ML.1480	-do-	17. 2.45	For sale Bombay ../7/46.
ML.1481	L Robertson (Lowestoft)	.....	Cancelled .././45 & completed mercantile (19..).
ML.1482	-do-	.....	Cancelled .././45.
ML.1483	Berthon Boat (Lymington)	20. 2.45	FDB.37 (19..); for sale .././46.
ML.1484	-do-	.....	Cancelled .././44.
ML.1485	-do-	.....	Cancelled .././44.
ML.1486	M W Blackmore (Bideford)	22.11.44	Burmese RNVR (1945).
ML.1487	-do-	.....	Cancelled .././44.
ML.1488	A H Moody (Swannick Shore)	11.11.44	Burmese RNVR (1945).
ML.1489	-do-	27. 1.45	FDB.38 (19..); RNethN (1945).

ML.1490	McGruer (Clynder)	.....	Cancelled .././44.
ML.1491	-do-	.....	Cancelled .././44.
ML.1492	-do-	.....	Cancelled .././44.
ML.1493	R A Newman (Hamworthy)	.....	FDB.39 (19..), RNethN (1945)
ML.1494	-do-	.....	Cancelled .././44.

Machinery contracts: Nos. 1321/1329 Buda (.....) Nos. 1011/1016, 1025, 1026, 1031/1033, 1037/1039, 1041/1044, 1046, 1047, 1051/1055, 1058/1061, 1064/1066, 1071/1074, 1080/1087, 1090, 1091, 1098, 1099, 1105/1108, 1125/1128, 1139/1145, 1148/1153, 1162, 1163, 1195/1204, 1209, 1210, 1221, 1222, 1225, 1226, 1231, 1232, 1245, 1246, 1249/1254, 1258/1260, 1269/1272, 1276/1278, 1292/1295, 1300/1307, 1330/1333, 1368, 1369, 1374/1379, 1384/1387, 1390/1393, 1398/1402, 1405, 1406, 1409/1414, 1419/1423, 1456/1460, 1465/1468, 1486, 1488, 1489, 1493 Gardner (.....) Nos. 1017, 1018, 1027/1030, 1034/1036, 1048, 1049, 1078, 1079, 1088, 1089, 1092/1095, 11 09/1120, 1156, 1157, 1205/1208, 1279, 1280, 1296/1299, 1308/1310, 1370, 1371, 1394, 1395, 1407, 1408, 1415/1418, 1430/1433, 1461/1463, 1476/1478 Gleniffer (Anniesland) Nos. 1171/1194, 1315/1320 Gray (USA) Nos. 1338/1359, 1364/1367, 1447/1449 Hercules (.....) Nos. 1001/1010, 1021/1024, 1040, 1061, 1063, 1075, 1121/1124, 1129/1138, 1146, 1147, 1154, 1155, 1158/1161, 1164/1166, 1211, 1212, 1223, 1224, 1227/1230, 1233/1244, 1247,1248, 1255/1257, 1261/1268, 1273/1275, 1281/1291, 1372, 1373, 1382, 1383, 1388, 1389, 1396, 1397, 1403, 1404, 1424/1429, 1469/1471, 1479, 1480 Thornycroft (Basingstoke) Nos. 1019, 1020, 1045, 1050, 1056, 1057, 1067/1070, 1076, 1077, 1096, 1097, 1100/1104, 1167/1170, 1213/1220, 1334/1337, 1360/1363, 1380, 1381, 1440/1446, 1450/1455, 1464, 1472/1475, 1481/1485, 1487, 1490/1492, 1494 unknown.

Name	Builder	Completed	Fate
Ordered .././40			
EHKOLI	Victoria Boat & Repair	24.11.41	RCN, surveying craft (1948); sold .././64.
KUITAN	Armstrong (Victoria)	2.12.41	RCN; for sale .././46.

Below: Inboard profile and deck layout of Army river patrol boats *Pamela* and *Una*.



LEELO	Victoria Machinery	24.11.41	RCN; for sale .././47.
MOOLOCK	Star Shipyard (New West-minster)	2.12.41	RCN; for sale .././47.
NENAMOOK	Victoria Boat & Repair	4.12.41	RCN; for sale .././47.
TALAPUS	Armstrong (Vic-toria)	15.11.41	RCN, mercantile <i>Parry</i> (1948).

Machinery contracts: Unknown.

Name	Builder	Completed	Fate
Captured .././41			
XMAS ex- <i>MAS.452</i>	Baglietto (Var-azze)		For sale .././45

Machinery contract:

Fast Despatch Boats

Name	Builder	Completed	Fate
Ordered .././45			
FDB.1/10	 (Aus-tralia)	.....	All cancelled .././45.

Machinery contracts: Unknown.

Harbour Defence Patrol Craft

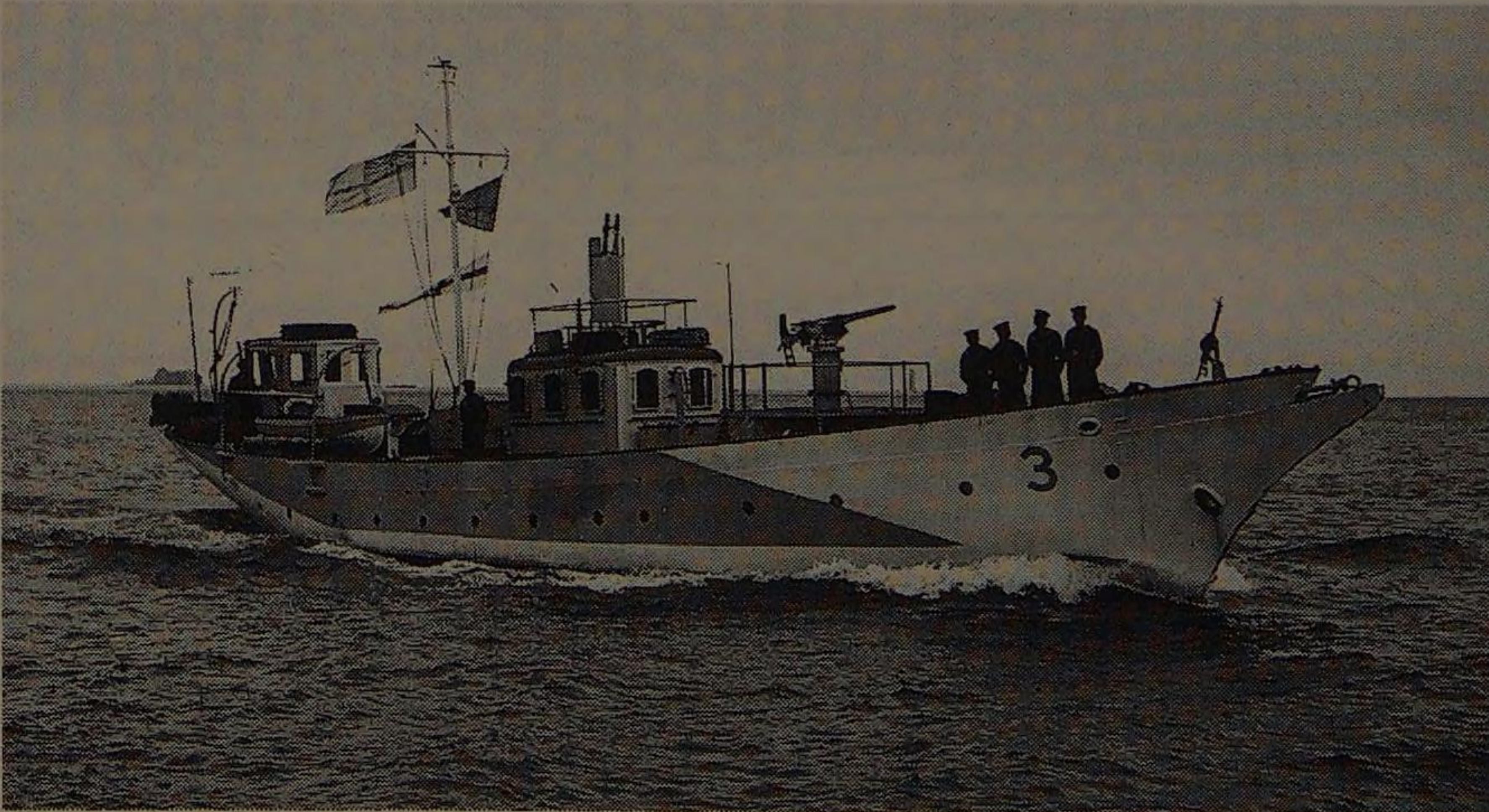
Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../10/39					
4.384	ALISDAIR	.....	.....	.....37	Returned .././45.
Purchased ../11/39					
4.92	AZUR	.....	.....	.....29	Sold ../4/46.
Requisitioned .././40					
4.411	BRINMARIC	.....	.....	.....38	Auxiliary M/S yacht (1943).
Requisitioned ../1/40					
	AMALFI	.....	.....	.....25	Returned .././44.
4.286	ANNE	.....	.....	.....25	Examination service (1941).
Requisitioned ../2/40					
	AISHA	.....	.....	.....34	Mined Thames estuary 11/10/40.

Below: The harbour defence patrol craft *Caterina* (left) and *Duenna* (right) were both converted from yachts. The former was armed with a 6pdr gun forward and a ·303in AA Lewis machine gun on the deckhouse roof, and had an open bridge added aft of the half-raised wheelhouse. The latter had her

Name	Builder	Completed	Fate
Ordered .././43			
PAMELA	Royal Engineers (Kalewa)	27. 4.44	
UNA	-do-	27. 4.44	
Unnamed	-do-	.....	Cancelled .././45 & scrapped on slip.
Unnamed	-do-	.....	Cancelled .././45.

Machinery contracts: Ford (Dagenham).

ketch rig and bowsprit removed; and was armed with a ·303in AA machine gun in the bow, a 3pdr gun on the fore deck, and twin ·303in AA Lewis machine guns on the deckhouse roof. (IWM)



Miscellaneous Vessels

Training Ships

In a sense all active warships are training ships to the extent that all junior officers and ratings borne are being trained for advancement. However, for more specialised training in gunnery, torpedoes, anti-submarine warfare, minelaying/sweeping, deck landings, navigation, seamanship, etc. ships have to be specially equipped for these roles, and are normally adapted from suitable older warships as convenient. As every usable old warship was initially required for active service at the outbreak of war an alternative source had to be found, and this could only be met by requisitioning generally old merchant ships of all types that were usually unsuitable for sea-going service. Once war construction was able to meet operational demands a growing number of older warships—aircraft carriers, cruisers, destroyers, submarines, sloops, etc.—were again made available for training purposes.

Target ship: CENTURION.

The old battleship *Centurion* was converted in 1926/27 to a training role. She was stripped of all her armament, belt armour, and most of the top hamper; and her boilers were converted to oil-firing. She was fitted with radio control equipment, and unmanned she could be manoeuvred as to her course and speed by the controlling destroyer *Shikari*. During 1941 she was fitted-out to serve as a blockship, and was simultaneously altered to resemble the battleship *King George V*. The former magazines were utilised as fuel tanks, eight demolition charges were installed in the double bottom, and she was defensively armed with two 2pdr AA (2×1) and eight 20mm AA (8×1) guns. In 1942 she was classed as a floating AA battery when two more 2pdr AA (2×1) and nine 20mm AA (9×1) guns were added.

25,000 tons: 555 (pp)/597½ (oa) × 89 ×d/28 feet: eighteen Yarrow water-tube boilers (235lb/in²), four shafts, Parsons turbines SHP 31,000 = 21¾ knots, O.F. tons (.....nm @ ...k): upper deck 1½in (amid), main deck 1½in (fwd & aft), middle deck 1½in (amid), lower deck 1½in (fwd & aft)—4in (stern) over steering gear: unarmed: complement 250.

Gunnery training ship: IRON DUKE.

The *Iron Duke* was de-militarised in 1931/32 by having her boiler power mutilated and speed reduced, the main belt armour was removed, and B and Y turrets were taken out. Deck and internal armour, and the secondary battery, were left intact; and varying medium/light calibre guns were added from time to time for instructional and experimental purposes. Owing to severe bomb damage received early in the Second World War she was beached at Scapa Flow, and continued to serve as a base ship; but her 13.5in and 6in guns were removed and utilised for coast defence purposes.

21,250 tons: 580 (pp)/622¾ (oa) × 90 ×d/26 feet: eighteen Babcock & Wilcox water-tube boilers (235lb/in²), four shafts, Parsons turbines SHP 31,000 = 21¼ knots, O.F. tons (.....nm @ ...k): battery 6in closed by 4in bulkheads & 2in inboard screens, fo'c'sle deck 1in (over battery), main deck 1½in (amid), middle deck 1½in (fwd & aft), lower deck 1in (amid)—2½in (stern) over steering gear, turrets 11in (faces & sides), ...in (rears), 3/4in



Above: A pre-war view of the gunnery training ship *Iron Duke* with B and Y turrets, and the main armour belt removed; and an unsightly lattice structure aft. After being bombed by German aircraft she was beached at Scapa Flow, and her 13.5in and 6in guns were taken out and used for coast defence purposes. (G. A. Osbon)

(crowns), barbettes 10in/3in (behind belt), magazines 1/1½in (sides)—1in (ends): six 13.5in (3×2), twelve 6in (12×1) guns: complement 589.

Naval conversion: VINDICTIVE.

This ship had a chequered career, and was ordered as a “Cavendish” class cruiser, but converted to an aircraft carrier while building. She was not a success in this role; so between 1920 and 1923 she was mainly engaged in trooping duties until converted back to cruiser in 1923/25. However, she retained her forward hangar—which could stow six seaplanes—but the flying-off deck was dismantled, and a catapult added at the fore end of the hangar roof; while the aircraft were handled by a crane on the starboard side of the hangar forward. The catapult was removed in 1928, and all aircraft were landed in 1929 before she passed into reserve.

Between 1935 and 1937 she was converted into a cadets’ training ship by Portsmouth Dockyard. She was stripped of all armament, the hangar forward was adapted for accommodation; the turbines, boilers, and funnel aft were all removed for extra accommodation, etc.; and a large superstructure block was added between the funnel and the break of the fo’c’sle deck. A purely nominal armament of two ex-destroyer 4.7in (2×1) guns forward, four 3pdr saluting (4×1) guns amidships, and a multiple 2pdr AA (1×4) mounting aft was carried. As far as is known the armour plating was retained, as it was not worth the cost of removing it; and only four of the boilers were used.

Her career as a training ship was short-lived, as once hostilities commenced in 1939 she could no longer be risked at sea; and she was converted into a repair ship (q.v.).

Displacement: 9,100 tons (11,000 tons full load).

Dimensions: 565 (pp)/605 (oa) × 58/65 (across bulges) ×d/.... (.... full load) feet.



Above: The training cruiser *Vindictive* had a varied career: while building as a cruiser she was converted into an aircraft carrier, then reverted back to a cruiser, was again converted to a training ship, and finally became a repair ship. (Wright & Logan)

Machinery: Six Yarrow water-tube boilers (235lb/in²), two shafts, Brown-Curtis SR geared turbines SHP 25,000 = 24 knots.
Bunkers & radius: O.F. 1,900 tons, 5,640/1,535nm @ 14/23k.
Protection: 1½in–2½in (fwd)/3in (amid)/2½in–2¼in–1½in (aft), upper belt 1½in (fwd)/2in (amid). Upper deck 1in–1½in (over boiler rooms), main deck

1in–1½in (over engine rooms)/1in (aft over steering gear). Gunshields 1in. Externally bulged.
Armament: Two 4.7in (2×1), four 2pdr AA (1×4), eight .303in GP machine (8×1) guns.
Complement: 468 + 200 (cadets).

Naval conversion: MARSHAL SOULT.

Former monitor hulked as a training ship, and see under monitors for details.

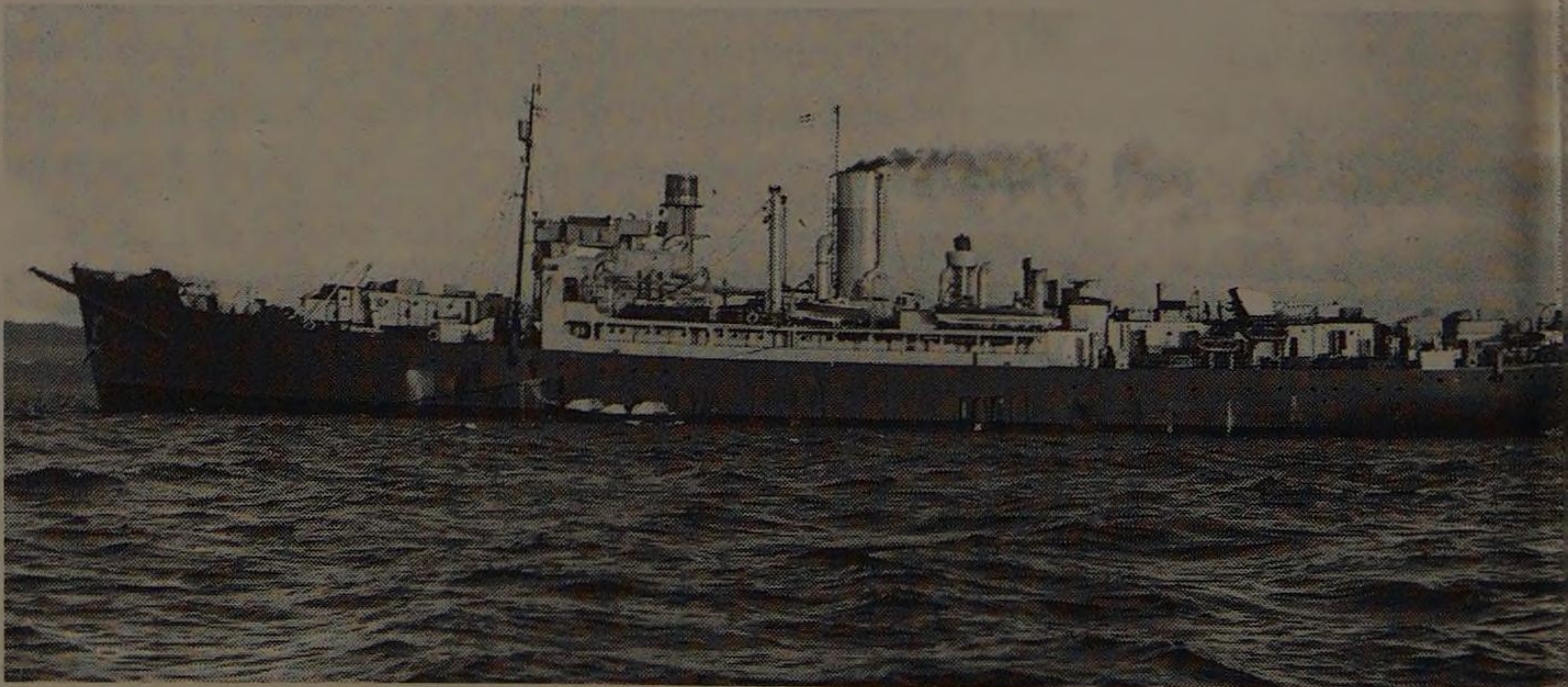
Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Conversion ordered .././26							
I.50	CENTURION	Devonport Dockyard	Hawthorn Leslie (Hebburn)	16. 1.11	18.11.11	22. 5.13	Expended as breakwater Normandie beaches 9/6/44.
Conversion ordered .././31							
18	IRON DUKE	Portsmouth Dockyard	Cammell Laird (Birkenhead)	12. 1.12	12.10.12	 3.14	Bombed German aircraft Scapa Flow 17/10/39 & beached; sold Metal Industries .././46, arrived Faslane 19/8/46 for stripping, hulk sold Smith & Houston .././48, arrived Port Glasgow 30/11/48 for scrapping.
Ordered ../4/16							
I.36	VINDICTIVE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	 7.16	17. 1.18	21. 9.18	Converted repair ship (1940), converted destroyer depot ship (1944); sold Hughes Bolckow 24/1/46, arrived Blyth 14/2/46 for scrapping.

Auxiliary Training Ships

Mercantile conversion: BURRA BRA.

Former double-ended ferry with a screw provided forward and aft, and a wheelhouse at each end.
458 tons gross: 195¼ (pp)/..... (oa) × 31¾ × 13½d/..... feet: one SE cylindrical boiler (.....lb/in²), one shaft, reciprocating (VTE cyl 18in:27½in:45in ×

Right: Following service as an ocean boarding ship the *Corinthian* was converted for training duties, which was a waste of a good modern merchant ship when there were numerous older ships available. She still retained a 6in gun aft; and was fitted with SW.273 RDF aft of the bridge, and AW.291 at the masthead. (IWM)



27in stroke IHP 650 = 10 knots, coal tons (.....nm @ ...k): one 12pdr AA gun: complement ... + ... (trainees).

Mercantile conversion: CERBERUS.

No details available.

Tug conversion: KOORONGA.

60 tons: (pp)/70 (oa) × 14 ×d/4¼ feet: one shaft, Allen ...cyl (bore ...in × ...in stroke) diesel engine BHP 126 = 9 knots, O.F. tons (.....nm @ ...k): complement ...

Mercantile conversion: PING WO.

See under auxiliary accommodation ships for details except re-armed one 4in gun.



Above: The former cross-Channel ferry *Isle of Sark* was used for RDF training. The RDF sets fitted varied accordingly, and the pole mainmast had to be strengthened to support the RDF antennae aft. She was armed with two 12pdr AA (2×1) and two 20mm AA (2×1) guns. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Ordered ../..					
.....	KOORONGA ex-Cerberus II, ex-Kooronga	Melbourne Harbour Trust (Williamstown)	Allen (Bedford) (1)	17	RAN; sold .././48 for mercantile conversion.
Requisitioned .././39					
	SANS PEUR ex-Trenora	.....	.....	.....33	RCN; returned ../6/47.
Requisitioned ../9/39					
FY.022	RADIANT	.....	.....	.....27	Returned ../6/45.
FY.026	SHEMARA	.....	.....	.....38	Returned ../3/46.
Requisitioned 9/9/39					
.....	MEDWAY QUEEN	Ailsa (Troon)	Ailsa (Troon)	24	Returned .././46; museum ship (1965).
Requisitioned 19/9/39					
FY.705	DORIENTA	.....	.....	.....14	Returned 27/7/46.
FY.708	GOLDEN HAR- VEST	.....	.....	.....14	Returned 12/6/45.
Requisitioned ../11/39					
.....	AMBASSADOR ex-Embassy, ex- Duchess of Norfolk	D & W Henderson (Glasgow)	D & W Henderson (Glasgow)	11	Returned .././45; scrapped Boom .././65.
Requisitioned .././40					
FY.002	ALASTOR	.....	.....	.....26	Auxiliary A/S yacht (1941).
S.11	VISON ex-Avalon	.....	.....	.....31	RCN; returned ../11/45.
Requisitioned 2/4/40					
.....	JESSIE TAIT	.....	.....	.....15	Returned 30/4/46.
Requisitioned 21/6/40					
4.318	DE ROZA	.....	.....	.....22	Returned 17/10/45.
Requisitioned .././41					
.....	PING WO	New Engineering & Ship- building Works (Shanghai)	New Engineering & Ship- building Works (Shanghai)	22	RAN repair ship (1946).
Purchased ../3/41					
FY.015	LADY SHAH- RAZAD	.....	.....	.....04	Sold .././46.
Purchased ../11/42					
FY.061	LEXA	.....	.....	.....36	Sold .././46.
Requisitioned ../12/42					
.....	BURRA BRA	Mort's Dock (Balmain)	Mort's Dock (Balmain)	08	RAN; returned .././44.
.....	CERBERUS ex-Kooronga	.....	.....	.....	RAN; sold .././48.
Seized 1/3/43					
.....	HARPOON ex-Vestfart	.....	.....	.....42	Returned 12/12/45.

(1) Re-engined 19...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../11/39					
4.40	GREY MIST (1)	.....	.....	.....20	Sold .././47.

Purchased 26/6/40				
FY.046	XARIFA (2)	.....	.....30	BLACK BEAR (1940); for sale ..12/45.
Purchased ..7/40				
4.224	ATMAH (2)	.....	.....98	Accommodation ship (1943).
Purchased 22/8/40				
FY.047	CORSAIR(2)	.....	.....30	For sale Bermuda ..12/48.

(1) Towing. (2) Air targets.

Depot and Repair Ships

Depot and repair ships performed similar functions, but not to the extent that they were interchangeable. The latter were used by the fleet generally for repair work they were not able to undertake themselves; while the former catered for flotilla vessels, and in addition to limited repair facilities provided the base personnel services which the smaller vessels lacked. Unlike the destroyer depot ships, those for submarines also provided accommodation for attached boats; but both carried a considerable number of spare torpedoes. The increasingly technical nature of the equipment fitted in warships generally resulted in a greater demand for depot and repair ships in the Second than in the First World War.

To supplement the sole repair ship, five intermediate liners were purchased by the Royal Navy after the outbreak of war, and were converted to this role. It was found that in accommodating the larger repair staff required, encroachment was made on repair shop space; and this resulted in separate accommodation ships for them to live in. This tended to restrict the use of repair ships in forward areas, and a compromise was effected in the repair ships received under Lease/Lend from the U.S.A. In them, repair facilities—and consequently repair staff—were reduced to provide self-contained units with greater flexibility of employment.

Although a number of merchant ships were purchased for large and permanent conversions to depot ships, such extensive alterations were necessarily limited. This situation led to the equipping of war standard mercantile hulls as specialised maintenance and repair ships, which lacked the all-round capability of the depot ships, but were adapted to meet war-time requirements.

The world-wide nature of the Second World War frequently led to the creation of bases in isolated areas where there were limited, or no, shore facilities. Base offices and staffs had, therefore, to be accommodated in suitable vessels; and this resulted in base ships from where command was exercised, and further accommodation ships. Thus, the simple categories of depot and repair ships, which had sufficed pre-war, were enlarged as a result of war-time expansion, with many additional warship types—such as mine-sweepers, coastal forces, landing craft, etc.—requiring the services of support craft in the forward combat areas.

The ultimate provision was for two amenities ships for Pacific operations, which, unlike all the naval-manned ships mentioned above, were manned by mercantile crews. They were amply provided with recreational facilities such as cinemas, canteens, shops, etc. where the fleet personnel, in the total absence of shore facilities, could relax between operations.

At the outbreak of the Second World War there were still eight depot ships in service dating from the First World War, of which all but two—the *Alecto* and the *Penguin*—were mercantile conversions: viz.:—

Submarine depot ship: COCHRANE.

6,600 tons: 338 (pp)/387¾ (oa) × 47½ ×d/20¾ feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in × ...in stroke)

Right: The submarine depot ship *Cochrane* was converted from a Booth cargo/passenger liner during the First World War. She had been removed from the effective list in 1938, but served unaltered as a harbour unit. (IWM)

IHP 6,350 = 14½ knots, coal tons (.....nm @ ...k): two 12pdr AA (2×1) guns: complement 238.

Submarine depot ship: CYCLOPS.

11,300 tons: 460 (pp)/477 (oa) × 55 ×d/21¼ feet: SE cylindrical boilers (.....lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 3,500 = 13 knots, coal 1,595 tons (.....nm @ ...k): two 4in (2×1) guns: complement 266.

Submarine depot ship: LUCIA.

5,805 tons: 350 (pp)/367½ (oa) × 45¼ ×d/18¾ feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 2,750 = 12¾ knots, coal 615 tons (.....nm @ ...k): two 12pdr AA (2×1) guns: complement 262.

Submarine depot ship: ALECTO.

935 tons: 190 (pp)/212 (oa) × 32½ ×d/11 feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 1,400 = 11 knots, coal 180 tons (.....nm @ ...k): complement 76.

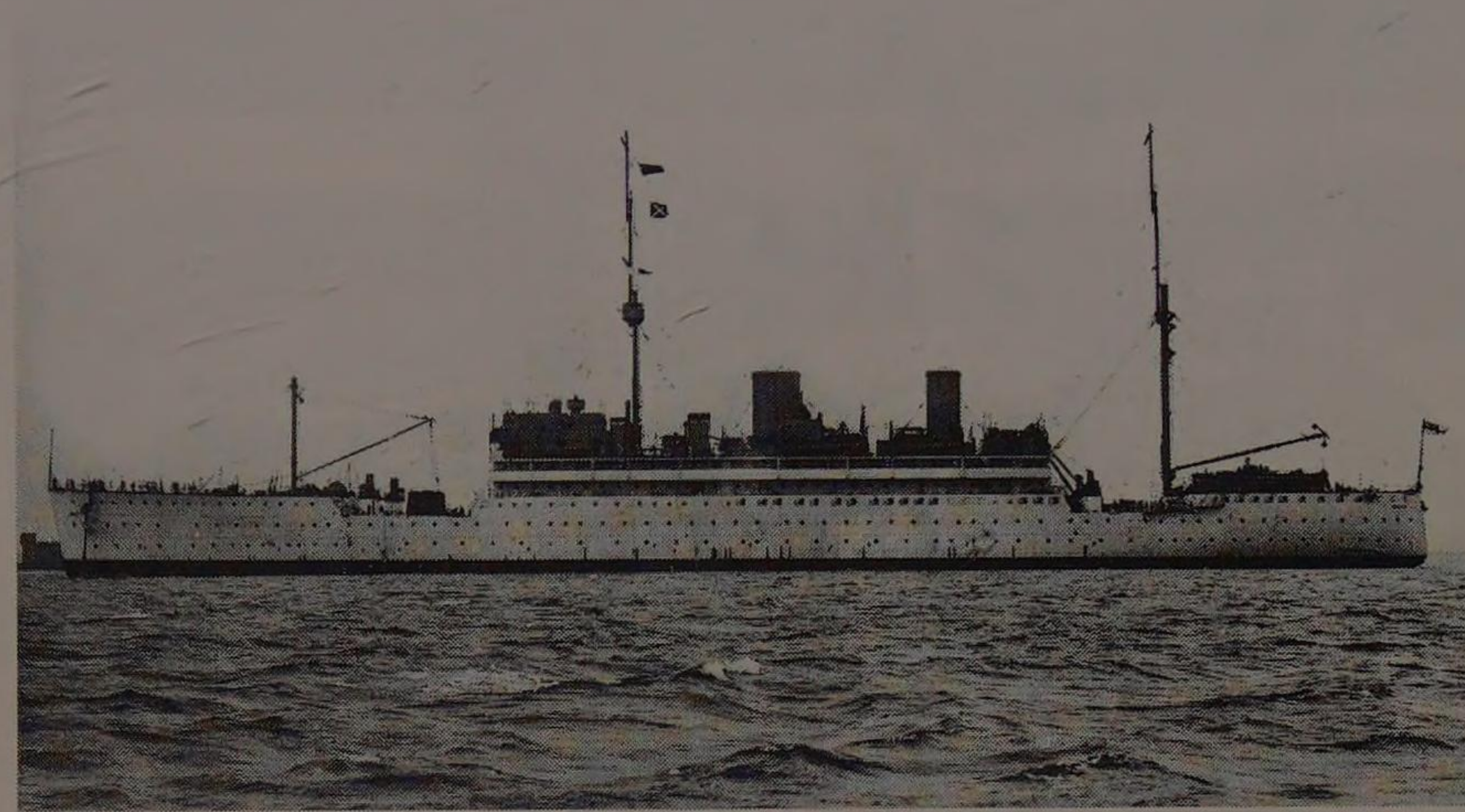
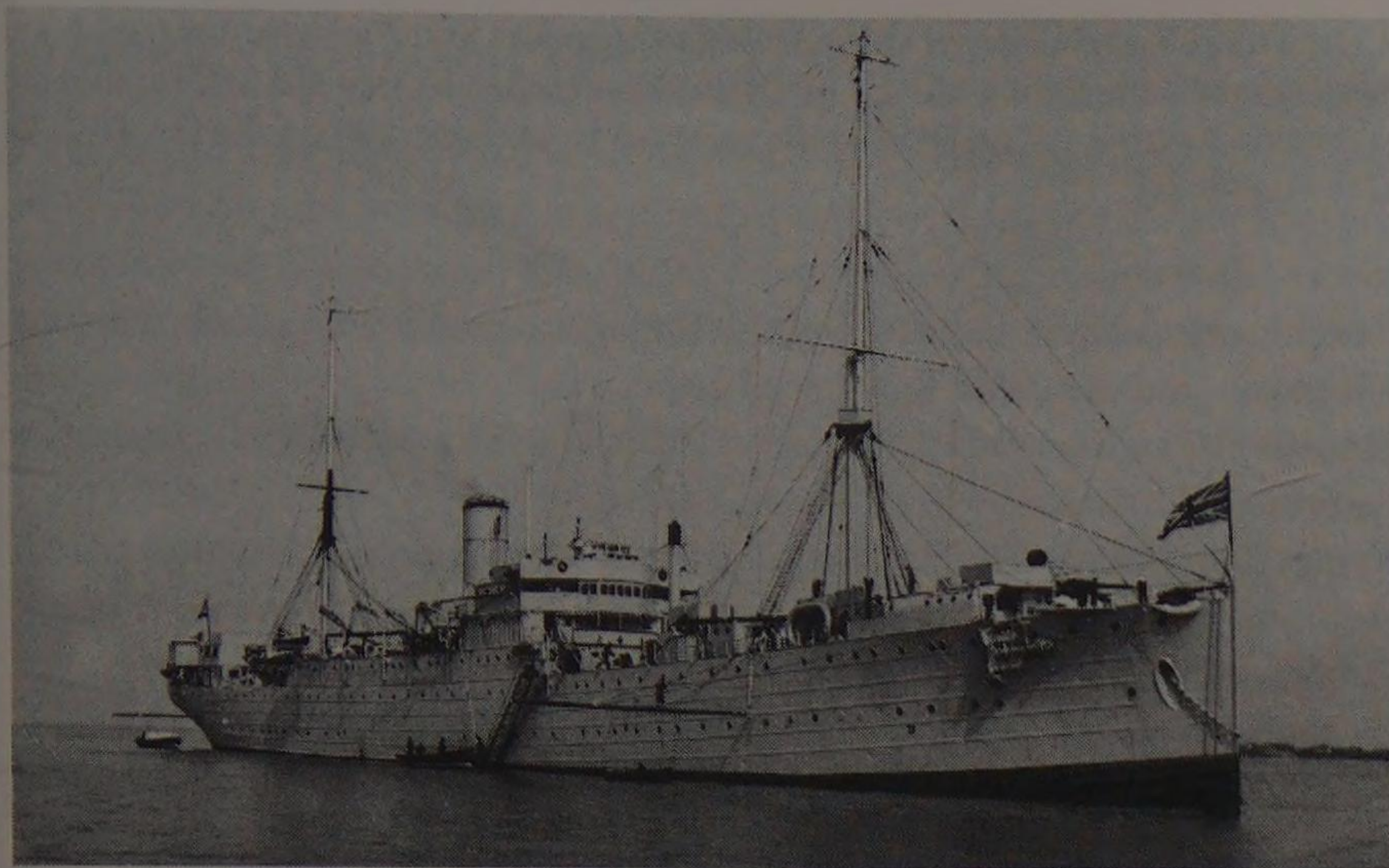
Submarine depot ship: TITANIA.

335 (pp)/350 (oa) × 46¼ ×d/18½ feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 3,200 = 14½ knots, coal 498 tons (.....nm @ ...k): complement 249.

Destroyer depot ship: GREENWICH.

8,100 tons: 390 (pp)/402 (oa) × 52 ×d/19¾ feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke)





Top left: A pre-war view of the submarine depot ship *Cyclops*: another First World War conversion from a cargo ship, and armed with two 4in guns on the fo'c'sle head.

Top right: A pre-war view of the submarine depot ship *Titania* which was also converted—from a purchased Austro-Hungarian cargo/passenger liner that was building during the First World War. (G. A. Osbon)

Above, left and right: Unlike the earlier conversions the repair ship *Resource* (left) and the submarine depot ship *Medway* (right) were both specifically built for the support role. (Wright & Logan/IWM)

IHP 2,500 = 11 knots, coal 960 tons (.....nm @ ...k): four 4in (4×1), one 12pdr AA guns: complement 224.

Escort depot ship: SANDHURST.

11,500 tons: 470 (pp)/485 (oa) × 58 ×d/20 feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 3,300 = 10½ knots, coal tons (.....nm @ ...k): four 4in (4×1), one 12pdr AA guns: complement 357.

Destroyer depot ship: PENGUIN.

3,455 tons: 310 (pp)/325 (oa) × 44 ×d/15¾ feet: four SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 3,500 = 15½ knots, coal 450 tons (.....nm @ ...k): complement 357.

The need for depot ships having been clearly established during the First World War, the following ships were specifically built for the purpose:—

Submarine depot ship: MEDWAY.

Designed to tend 18 patrol submarines this ship was considerably larger than the preceding mercantile conversions, and was powered by diesel engines.

Electric power was provided by five 560kW diesel generators, with special arrangements for charging submarine batteries. She was protected by an in-board bulge incorporating a water jacket totalling 1,374 tons, an armoured main deck, and armoured longitudinal bulkheads; but she nonetheless succumbed to two torpedoes during the war. For the attached submarines she stowed 144 21in torpedoes, three spare 4in guns, and 1,880 tons of diesel oil. There was an HA.DCT on the bridge for controlling the AA armament.

Displacement: 14,650 tons (18,362 tons full load).

Dimensions: 545 (pp)/580 (oa) × 85 ×d/18½ (21¼ full load) feet.

Machinery: Two shafts, MAN ...cyl (boremm ×mm stroke) diesel engines BHP 8,000 = 15 knots.

Bunkers & radius: O.F. 610 tons + 1,880 tons D.O. (for submarines),nm @ ...k.

Protection: Main deck (amid) 1½in, longitudinal bulkheads 1½in, internally bulged.

Armament: Two 4in (2×1), four 4in AA (4×1) guns.

Complement: 400 + 1,335 (spare).

Repair ship: RESOURCE.

Displacement: 12,300 tons (15,580 tons full load).

Dimensions: 500 (pp)/530 (oa) × 83 ×d/17¼ (23 full load) feet.

Machinery: Four Yarrow 3-drum boilers (235lb/in²), two shafts, Parsons SR geared turbines SHP 7,500 = 15 knots.

Bunkers & radius: O.F. 1,035 tons + 430 tons (spare),nm @ ...k.

Protection: Main deck (amid) 1½in, longitudinal bulkheads 1½in, internally bulged.

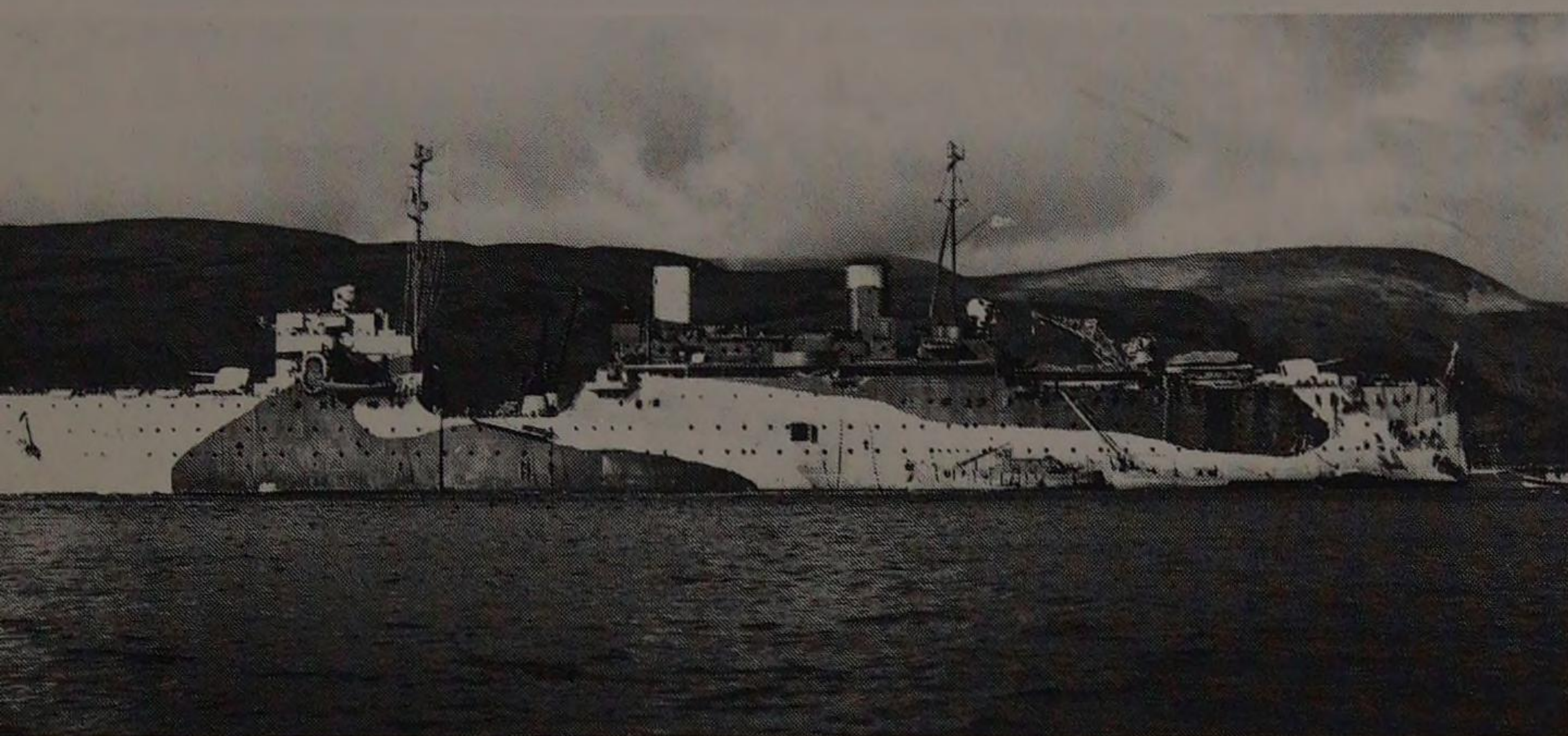
Armament: Four 4in AA (4×1) guns.

Complement: 581.

Destroyer depot ship: WOOLWICH.

Displacement: 8,750 tons (10,200 tons full load).

Dimensions: 575 (pp)/610¼ (oa) × 64 × 14¼ (16½ full load) feet.



Machinery: Four Admiralty 3-drum boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 6,500 = 15 knots.

Bunkers & radius: O.F. 1,112 tons,nm @ ...k.

Protection: Main deck (amid) 1in, platform deck (over magazines) 2in.

Armament: Four 4in AA (4×1) guns.

Complement: 666.

Submarine depot ships: †FORTH, MAIDSTONE (ii).

War modifications included the addition of four 20mm AA (4×1) guns.

Displacement: 8,900 tons (11,815 except † 11,965 tons full load).

Dimensions: 497 (pp)/531 (oa) × 73¾ ×d/15¼ (20¼ full load) feet.

Machinery: Four Admiralty 3-drum boilers (...lb/in²), two shafts, Parsons except † Brown-Curtis SR geared turbines SHP 7,500 = 17 knots.

Bunkers & radius: O.F. 1,100 tons + 1,200 tons D.O. (for submarines),nm @ ...k.

Protection: Upper deck (amid) 1in, main deck (fwd & aft) 1in, platform deck (over magazines) 2in.

Armament: Eight 4.5in DP (4×2), eight 2pdr AA (2×4) guns.

Complement: 459 + 708 (spare).

MTB depot ship: VULCAN.

This trawler conversion was too small to provide the usual amenities associated with a depot ship; but stored spare torpedoes for the attached flotilla, and handled administration. A depot ship authorised under the 1939 Estimates was cancelled after the outbreak of the Second World War.

623 tons gross: 155 (pp)/..... (oa) × 26½ × 14¾d/12 feet: one SE cylindrical boiler (225lb/in²), one shaft, reciprocating (VTE cyl 13½in:22½in:39in × 26in stroke) IHP 678 = 11½ knots, coal tons (.....nm @ ...k): unarmed: complement ...

Destroyer depot ships: HECLA, †TYNE.

Displacement: 10,850 except † 11,000 tons (14,000 tons full load).

Dimensions: 585 (pp)/623 (oa) × 66 × 16 (20½ full load) feet.

Left: The submarine depot ships *Maidstone* (upper) and *Forth* (lower) were both armed with eight 4.5in AA (4×2) guns controlled by two HA.DCTs; and were fitted with AW.286 RDF at the mastheads, and AR. 285 on the HA.DCTs. (IWM)

Machinery: Four Admiralty 3-drum boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 8,000 = 17 knots.

Bunkers & radius: O.F. 1,200 tons + 2,000 tons (for destroyers),nm @ ...k.

Protection: Middle deck 2in, longitudinal bulkheads 1½in, internally bulged.

Armament: Eight 4.5in DP (4×2), eight 2pdr AA (2×4), six except † fifteen 20mm AA (6/15×1) guns.

Complement: 818.

Submarine depot ship: ADAMANT.

Displacement: 12,700 tons (16,500 tons full load).

Dimensions: 620 (pp)/658 (oa) × 70½ ×d/16¼ (21¼ full load) feet.

Machinery: Four Admiralty 3-drum boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 8,000 = 17 knots.

Bunkers & radius: O.F. 1,310 tons + 1,200 tons D.O. (for submarines),nm @ ...k.

Protection: Middle deck 2in, longitudinal bulkheads 1½in, internally bulged.

Armament: Eight 4.5in DP (4×2), sixteen 2pdr AA (4×4), eight 20mm AA (8×1), eight .5in AA machine (2×4) guns.

Complement: 1,273 (including spare).

The outbreak of war resulted in an immediate demand for additional depot and repair ships. This was met in three ways, viz.:—

(a) by converting selected warships;

(b) by converting requisitioned merchant ships; and

(c) by a programme of new construction.

The last was built to the restricted number of standard mercantile war designs available as regards hulls and main machinery, and the vessels were then equipped for their particular role. Like other mercantile conversions, these adaptations from bare hulls were considerably superior to conversions from completed merchant ships.

Warship conversions: COURBET, PARIS

Former French battleships which served as depot ships for auxiliary patrol vessels.

Warship conversion: MARSHAL SOULT.

Former monitor converted into a depot ship for patrol vessels.

Below: The submarine depot ship *Adamant* had the same heavy AA battery and RDF as the *Maidstone*, but with the addition of AR.282 on the directors for the multiple 2pdr mountings. (IWM)



Warship conversion: VINDICTIVE.

This former training cruiser was converted to a repair ship in 1939/40, and in 1944 was again converted into a destroyer depot ship. The hangar forward was removed, and replaced by a forward extension of the bridgework to form a shelter deck; the superstructure aft of the funnel was slightly lengthened, and considerably widened, to form the repair shop; and the fo’c’sle deck was extended aft to form an aft shelter deck. She was re-armed with six 4in AA (6×1) and eight 2pdr AA (2×4) guns. The 4in guns were equally distributed forward and aft with one on the fore deck, two on the forward and aft shelter decks respectively, and one on the quarterdeck; and the multiple 2pdr AA mountings were sited on the roof of the repair shop, at its fore end, together with their directors. Early in 1944 six 20mm AA (6×1) guns were added, and later in the year eight more 20mm AA (8×1) guns were added, and the 4in AA guns removed; and finally another six 20mm AA (6×1) guns were added in 1945. See under training ships for legend details, except that displacement was increased to 10,000 (standard)/12,000 (full load) tons, and draught to 20¼ft (full load).

Warship conversion: ADVENTURE.

Former cruiser minelayer converted to a repair ship in 1944. See under mine-layers for legend details, except re-armed with eighteen 20mm AA (18×1) guns.

Warship conversion: ALBATROSS.

Former seaplane carrier converted in 1941 to a landing craft depot and repair ship.

Warship conversion: ENDEAVOUR.

Former surveying vessel converted in 1941 to a boom defence depot ship.

Warship conversions: BELFORT, COURCY.

Former French patrol vessels which served as depot ships for coastal forces and auxiliary patrol vessels.

Warship conversion: DILIGENTE.

Former French patrol vessel which served as depot ship for auxiliary patrol vessels.

Warship conversions: DERBY HAVEN, WOODBRIDGE HAVEN.

Former frigates completed as depot ships for coastal forces.

Warship conversion: ST TUDNO.

Former armed boarding vessel converted into depot ship for minesweepers.

Warship conversion: TALBOT.

Former coastal minelayer converted in 1941 to submarine depot ship, and renamed MEDWAY II (1943).

Warship conversion: DEER SOUND.

Former auxiliary minelayer PORT QUEBEC converted in 1945 to repair ship for aircraft components, and re-armed with thirteen 20mm AA (13×1) guns..



Above: Ocean Steamship’s *Blenheim* (top) and China Mutual’s *Philoctetes* (above) were both converted into destroyer depot ships. (IWM/P. A. Vicary)

Warship conversions: ANDELLE, BORDE.

Former auxiliary mine destructors converted in 1943 & 1942 to repair ships for minesweepers.

All the mercantile conversions were from medium-sized passenger/cargo vessels except the *Bonaventure* which was adapted from a cargo ship, and needed the heavy lift capability for transporting midget submarines:—

Repair ships: †ALAUNIA, ARTIFEX, AUSONIA, †WAYLAND.

19,000 except † 18,750 tons: 519¾ (pp)/538 (oa) × 65¼ × 43d/27¼ except † 27 feet: two DE & two SE cylindrical boilers (200lb/in²), two shafts, Parsons except ‡ Brown-Curtis DR geared turbines SHP 8,500 = 15 knots, O.F. ca1,600 tons (.....nm @ ...k): twenty 20mm AA (20×1) except † four 4in AA (4×1), eight 2pdr AA (2×4), eight 20mm AA (8×1) guns: complement 592 except † 596.

Destroyer depot ships: †BLENHEIM, PHILOCTETES.

16,600 tons: 503 (pp)/528½ (oa) × 63¼ × 44¾d/25¼ feet: SE cylindrical boilers (...lb/in²), two shafts, Parsons DR geared turbines SHP 6,800 = 14 knots, O.F. tons (.....nm @ ...k): four 4in AA (4×1), eight 2pdr AA (2×4), four except † eight 20mm AA (4/8×1) guns: complement 674.

Midget submarine depot ship: BONAVENTURE.

10,423 tons: 457 (pp)/487¾ (oa) × 63 × 32½d/28½ feet: five SE cylindrical boilers (220lb/in²), two shafts, reciprocating (VTE cyl 26in:42in:68in × 48in stroke) + Bauer-Wach DR geared exhaust turbine IHP 8,300 + SHP ... = 16 knots, O.F. tons (.....nm @ ...k): two 4in AA (1×2), twelve 20mm AA (4×2/4×1) guns: complement

Submarine depot ships: MONTCLARE, †WOLFE.

21,550 tons: 546 (pp)/563 (oa) × 70¼ × 43¼d/27¾ feet: ten SE cylindrical boilers (215/220lb/in²), two shafts, Parsons SR geared turbines SHP 13,500 = 17 knots, O.F. 1,965 except † 1,728 tons (.....nm @ ...k): four 4in AA (2×2), thirty-two 2pdr AA (4×8), nineteen 20mm AA (19×1) guns: comple-ment 1,302 (including spare).



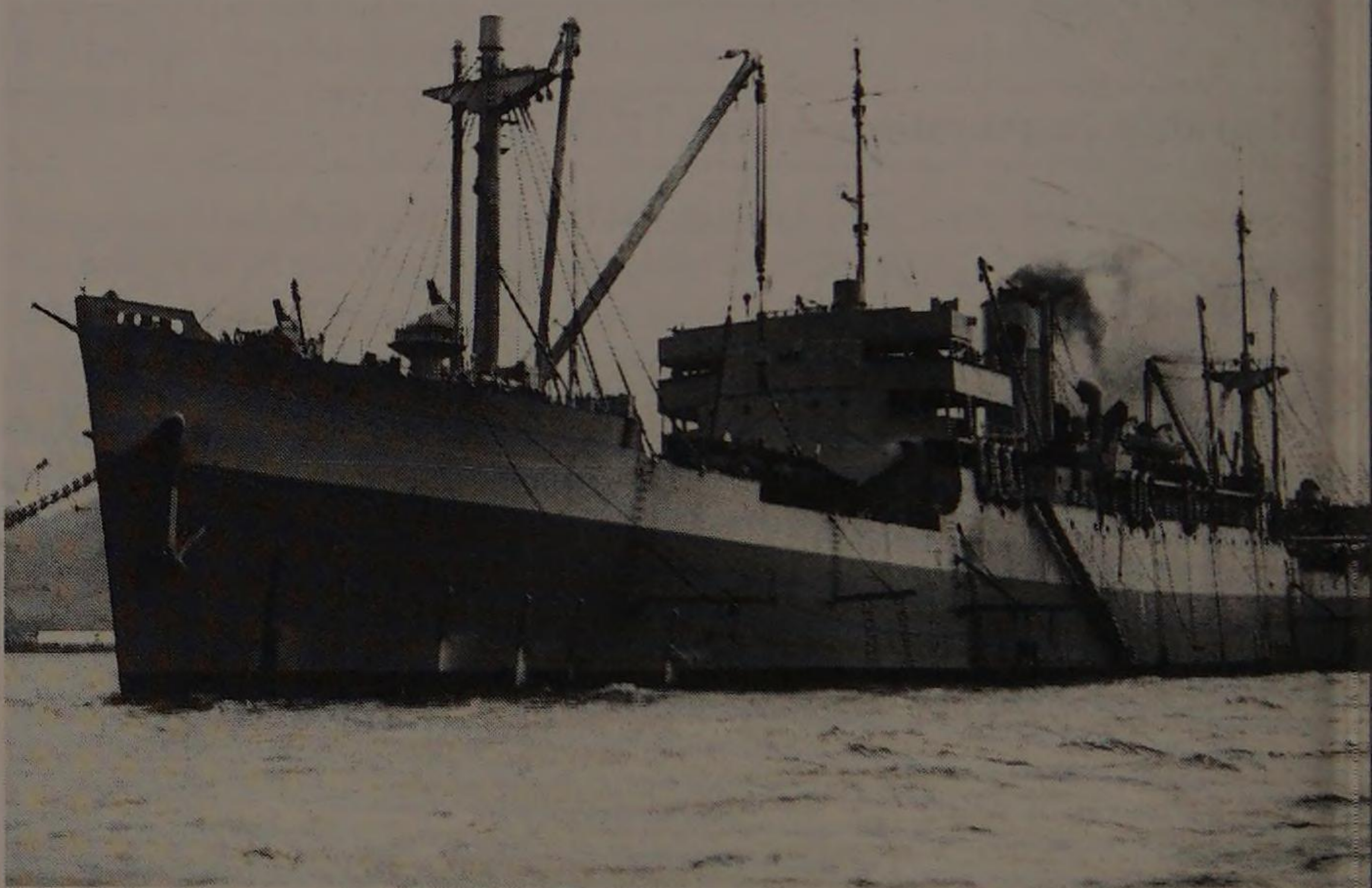
Above: The Canadian Pacific liner *Wolfe* was converted into a submarine depot ship, and displayed the sometimes waggish sense of humour of the Ship Names Committee. She was originally named *Montcalm*, and was renamed to avoid confusion with the French cruiser of the same name. (IWM)

Repair ship: RANPURA.

18,250 tons: 548¼ (pp)/570 (oa) × 71¼ × 47d/28¼ feet: six DE cylindrical boilers (...lb/in²), two shafts, reciprocating (VQE cyl 32½in:46½in:67in:96in × 60in stroke) + Bauer-Wach exhaust turbine IHP 15,000 + SHP ... = 18 knots, O.F. 2,250 tons (.....nm @ ...k): twenty 20mm AA (20×1) guns: complement 600.

Repair ship: WESTERNLAND.

16,479 tons gross: 575¼ (pp)/600¾ (oa) × 67¾ × 44½d/.... feet: SE cylindrical boilers (...lb/in²), three shafts, reciprocating (VTE wing shafts cyl 28in:44in:49½in (2) × 54in stroke) + Bauer-Wach exhaust turbine (centre shaft) IHP 12,200 + SHP ... = 16 knots, coal tons (.....nm @ ...k): guns: complement



Above: Clan Line's *Bonaventure* was converted into a midget submarine depot ship; and was fitted with heavy lift derricks forward and aft for handling midget submarines which were deck-stowed for ocean passages. (IWM)

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Purchased 20/10/15							
F.08	COCHRANE (i) ex-Ambrose	Raylton Dixon (Middlesbrough)	North-Eastern Marine (Sunderland)	.....	31. 3.03	.....	Sold T W Ward ../8/46, arrived Inverkeithing 13/11/46 for scrapping.
Purchased ../../..							
F.31	CYCLOPS ex-Indrabarah	J Laing (Sunderland)	J Laing (Sunderland)	.....	27.10.05	.....	Sold J Casmore .././47, arrived Newport 29/6/47 for scrapping.
Captured ../9/14							
F.27	LUCIA ex-Spreewald	Furness (Haverton Hill)	Richardson Westgarth (Sunderland)	.....	12.11.07	.....	Mercantile <i>Sinai</i> (1946); sold Italian shipbreaker .././51, arrived La Spezia ../2/51 for scrapping.
Ordered ../../..							
J.10	ALECTO	Laird (Birkenhead)	Laird (Birkenhead)	.....	29. 8.11	.....	Sold E Rees .././49, arrived Llanelli 7/7/49 for scrapping.
Purchased ../../15							
F.92	SANDHURST ex-Manipur	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	.....	14.12.05	.....	Sold Arnott Young .././46, arrived Dalmuir ../4/46 for scrapping.
F.32	TITANIA	Clyde Shipbuilding (Port Glasgow)	Clyde Shipbuilding (Port Glasgow)	.....	4. 3.15	.....	Sold Metal Industries .././48, arrived Faslane ../6/48 for scrapping.
F.10	GREENWICH	Dobson (Newcastle)	Wallsend Slipway	.....	5. 7.15	.....	Completed Swan Hunter & Wigham Richardson (Wallsend), mercantile <i>Hembury</i> (1947), <i>Navem Hembury</i> (1955); sold

Ordered ../../..							
I.56	PENGUIN ex- <i>Platypus</i>	J Brown (Clydebank)	J Brown (Clydebank)	.....	28.10.16	.....	RAN, PLATYPUS (1941); sold Japanese shipbreaker 20/2/58, arrived Japan ../../58 for scrapping.
Ordered 14/9/26							
25	MEDWAY	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	 4.27	19. 7.28	3. 7.29	Torpedoed German submarine U.372 off Alexandria 30/6/42.
Ordered 16/2/27							
F.79	RESOURCE	Vickers-Armstrongs (Barrow)	Vickers-Armstrongs (Barrow)	.....	27.11.28	.....	Sold T W Ward ../../54, arrived Inverkeithing ../2/54 for scrapping.
Ordered 4/4/33							
F.80	WOOLWICH	Fairfield (Govan)	Fairfield (Govan)	.....	20. 9.34	.....	Sold Arnott Young ../../62, arrived Dalmuir 18/10/62 for scrapping.
Ordered 30/4/36							
F.44	MAIDSTONE	J Brown (Clydebank)	J Brown (Clydebank)	17. 8.36	21.10.37	5. 5.38	Sold T W Ward ../../78, arrived Inverkeithing 24/5/78 for scrapping.
Ordered 5/4/37							
F.07	FORTH	J Brown (Clydebank)	J Brown (Clydebank)	30. 6.37	11. 8.38	12. 5.39	DEFIANCE (1972), FORTH (1972); sold Dean Marine .././85, arrived Kingsnorth 25/7/85 for scrapping.
Purchased 11/7/36							
T.51	VULCAN ex- <i>Mascot</i> , ex- <i>Aston Villa</i>	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	.....33	 8.33	Mercantile <i>Fotherby</i> (1947), <i>Miriam</i> (1950), <i>Pollux</i> (1953).
Ordered 4/4/38							
F.24	TYNE	Scotts (Greenock)	Scotts (Greenock)	15. 7.39	28. 2.40	28. 2.41	Sold H K Vickers 25/7/72, arrived Barrow 19/9/72 for scrapping.
Ordered 28/11/38							
F.20	HECLA (i)	J Brown (Clydebank)	J Brown (Clydebank)	23. 1.39	14. 3.40	6. 1.41	Torpedoed German submarine U.515 west of Gibraltar 12/11/42.
Ordered 1/3/39							
F.64	ADAMANT	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	18. 5.39	30.11.40	28. 2.42	Sold British shipbreaker 21/7/70, arrived Inverkeithing 11/9/70 for scrapping.
Purchased ../../40							
4.221	BLENHEIM ex- <i>Achilles</i>	Scotts (Greenock)	Scotts (Greenock)	.....	23.12.19	.....	Sold British shipbreaker ../../48, arrived Barrow 16/3/48 for scrapping.
Purchased ../8/40							
F.134	PHILOCTETES	Scotts (Greenock)	Scotts (Greenock)	.....	25. 5.22	.....	Sold J Cashmore 22/1/48, arrived Newport 17/11/48 for scrapping.
Purchased ../../42							
F.139	BONAVENTURE ex- <i>Clan Davidson</i> , ex- <i>Clan Campbell</i>	Greenock Dockyard	J Kincaid (Glasgow)	.....	27.10.42	.....	Mercantile <i>Clan Davidson</i> (1948); sold British shipbreaker ../../62, arrived Hong ../../.. for scrapping.
Purchased ../1/42							
F.87	WESTERNLAND ex- <i>Regina</i>	Harland & Wolff (Govan)	Harland & Wolff (Belfast)	.....	.....18	.....	Sold Hughes Bolckow ../7/47, arrived Blyth../../47 for scrapping.
Ordered ../5/42							
F.37	WOLFE ex- <i>Montcalm</i>	J Brown (Clydebank)	J Brown (Clydebank)	.....	3. 7.20	.....	Sold British shipbreaker ../../52, arrived Faslane for scrapping.
Ordered 2/6/42							
F.85	MONTCLARE	J Brown (Clydebank)	J Brown (Clydebank)	.....	18.12.21	.....	Sold T W Ward ../../58, arrived Inverkeithing 3/2/58 for scrapping.

Auxiliary Depot Ships

In addition to the more elaborate conversions to depot ships, a number of medium-sized passenger/cargo vessels were also requisitioned for this role. They were little altered, however, except that the ’tween/shelter deck spaces were fully, or partly, utilised for accommodation, offices, store rooms, etc. An exception was the cable barge *Plymouth Trader*, whose rating as a depot ship was more one of convenience than of fact.

Coastal Forces depot ship: ABERDONIAN.

2,575 tons (full load): 264¾ (pp)/276¼ (oa) × 36¼ × 19½d/18½ feet: two DE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 26in: 44in:72in × 42in stroke) IHP 2,680 = 11 knots, coal tons (.....nm @ ...k): two 12pdr AA (2×1), eight ·5in AA (2×4), two ·303in AA machine (2×1) guns: complement ...

Minesweeper depot ship: ALGOMA.

1,849 tons gross: 300 (pp)/..... (oa) × 36 × 18d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, geared turbines SHP = ... knots, coal tons (.....nm @ ...k):guns: complement ...

Base ship: BARRACUDA.

3,335 tons gross: 305 (pp)/319½ (oa) × 46½ × 27¼d/19½ feet: two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 21½in: 32¼in:60in × 39in stroke) IHP 2,400 = 11 knots, coal tons (.....nm @ ...k): guns: complement ...



Depot ship: BUNGAREE.

See under auxiliary minelayers for details.

Mine destructor depot ship: CELEBRITY.

No details except became minesweeper depot ship in 1942.

Base ship: HAITAN.

3,554 tons gross: 336¾ (pp)/347 (oa) × 45¼ × 32½d/21 feet: four SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 27½in:46½in: 76½in × 47¼in stroke) IHP 4,380 = 15 knots, coal tons (.....nm @ ...k): guns: complement ...

Minesweeper depot ship: KELENTAN.

1,106 tons gross: 260½ (pp)/..... (oa) × 37 × 12¼d/.... feet: two shafts, Deutz 6cyl (bore 400mm × 660mm stroke) diesel engines BHP 1,000 = 10 knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: ORARA.

See under auxiliary minesweepers for details.

Cable depot ship: PLYMOUTH TRADER.

122 tons gross: 100¾ (pp)/..... (oa) × 20 × 7¼d/... feet: two shafts, Bolinder 2cyl (bore 330mm × 340mm stroke) BHP 160 = 6½ knots, O.F. ... tons (.....nm @ ...k): complement ...

Above: The excursion steamer *St Tudno* was converted into a depot ship for minesweepers. (IWM)

Base ship: ST COLUMBA.

827 tons gross: 270¼ (pp)/..... (oa) × 32 × 14½d/.... feet: SE cylindrical boilers (...lb/in²), three shafts, Parsons SR geared turbines SHP = ... knots, coal tons (.....nm @ ...k): guns: complement

Minesweeper depot ship: ST TUDNO.

See under armed boarding vessels for details except one 12pdr AA, two 20mm AA (2×1) guns only.

Coastal Forces depot ship: VIENNA.

4,227 tons gross: 350¾ (pp)/365 (oa) × 50 × 27d/15¼ feet: five SE boilers (215lb/in²), two shafts, Brown-Curtis ST geared turbines SHP 9,600 = 21 knots, coal tons (.....nm @ ...k): one 12pdr AA, two 2pdr AA (2×1), eight 303in AA machine (8×1) guns: complement
In 1943 eight 20mm AA (8×1) guns replaced the machine guns.

Submarine depot ships: WHANGPU, WUCHANG.

3,204 tons gross: 320 (pp)/..... (oa) × 46 × 25¾d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl 14½in:24in:39½in × 30in stroke) IHP 1,150 = 10 knots, coal tons (.....nm @ ...k): guns: complement

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 27/8/39					
.....	PLYMOUTH TRADER	Sunderland Shipbuilding	Bollinger (Stockholm)	16	Laid-up ../7/42; returned .././45.
Requisitioned ../9/39					
J.130	ORARA	Scott of Kinghorn	Scott of Kinghorn	07	RAN; returned .././46.
Requisitioned .././40					
F.169	ALGOMA ex-London— Istanbul, ex-Ville de Liege	Cockerill (Hoboken)	Cockerill (Hoboken)	13	AMBITIOUS (1941); returned 21/6/45.
F.140	BARRACUDA ex-Heinrich Jessen	Hong Kong & Whampoa	Hong Kong & Whampoa	 9.40	RIN; returned .././46.
.....	CELEBRITY	.....	.....	.....	Returned .././45.

.....	ST COLUMBA ex- <i>Queen Alexandra</i>	Denny (Dumbarton)	Denny (Dumbarton)	12	Returned .././46.
Requisitioned 21/4/40					
F.74	ABERDONIAN	D & W Henderson (Glasgow)	D & W Henderson (Glasgow)	 5.09	Returned 4/12/46.
Requisitioned ../10/40					
.....	BUNGAREE	Caledon (Dundee)	J Kincaid (Greenock)	 5.37	RAN, store ship (1945); returned 5/11/47.
Requisitioned .././41					
F.30	WUCHANG	-do-	-do-	14	Returned .././46.
Requisitioned ../6/41					
F.138	VIENNA	J Brown (Clydebank)	J Brown (Clydebank)	 7.29	For disposal ../10/44.
Requisitioned 8/11/41					
F.133	HAITAN ex- <i>Silvia</i> , ex- <i>Orel</i>	F Schichau (Danzig)	F Schichau (Elbing)	 8.09	Returned ../6/46.
Requisitioned ../12/41					
.....	WHANGPU	Taikoo Dockyard (Hong Kong)	Taikoo Dockyard (Hong Kong)	20	RAN repair ship (1944); returned ../4/46.
Requisitioned 18/12/41					
F.166	KELANTAN	Caledon (Dundee)	Deutz (Köln) (1)	21	For disposal ../2/47.

(1) Re-engined 1937.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Purchased ../12/41					
FY.057	TARANSAY	.....	.....	.....30	Sold .././48.
Purchased ../11/42					
4.90	SYLVANA	.....	.....	.....07	Sold .././46.
Purchased ../3/44					
FY.017	MAID MARION	.....	.....	.....38	Sold .././47.

Controlled Minelayer Base Ships

The following ships were requisitioned to serve as base ships for controlled minelayers. The latter were in general demand world-wide to provide a rapid means of defence in the seaward approaches to numerous ports, harbours, and anchorages; in addition to the boom defences closer inshore. The base ships were located in Home waters, the Mediterranean, Freetown, and the East Indies, with inter-theatre movement as requisite.

Mercantile conversion: ALCA.

3,712 tons gross: 319¼ (pp)/..... (oa) × 46¼ × 24d/22¾ feet: three SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 25in:42in:68in × 42in stroke) IHP 2,000 = 13 knots, coal tons (.....nm @ ...k): one 6in, four 20mm AA (4×1), two 303in AA machine (2×1) guns, 234 mines: complement ...

In 1943 one 4in AA replaced the 6in gun, and two 20mm AA (2×1) guns were added; and the following year two more 20mm AA (2×1) guns were added.

Mercantile conversion: ATREUS.

6,546 tons gross: 443½ (pp)/..... (oa) × 52¾ × 35½d/22½ feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 30in:50in:83in ×

60in stroke) IHP 3,000 = 14 knots, coal tons (.....nm @ ...k): one 12pdr AA, four 20mm AA (4×1), eight 5in AA machine (2×4) guns, 246 mines: complement ...

Mercantile conversion: HELVIG.

2,250 tons gross: 326¾ (pp)/..... (oa) × 45¾ × 22d/.... feet: two shafts, Burmeister & Wain 4cyl (bore 500mm × 900mm bore) BHP 2,800 = 13 knots, O.F. tons (.....nm @ ...k): one 12pdr AA, four 20mm AA (4×1) guns, 258 mines: complement ...

In 1943 two 20mm AA (2×1) guns were added; and in the following year the 12pdr gun was taken out, and one more 20mm AA gun added.

Mercantile conversions: MANCHESTER CITY.

5,600 tons gross: 430¾ (pp)/446½ (oa) × 57 × 29¾d/26½ feet: three SE cylindrical boilers (225lb/in²), one shaft, Parsons SR geared turbines SHP 4,000 = 15 knots, coal tons (.....nm @ ...k): one 4in, one 12pdr AA, four 303in AA machine (4×1) guns, 590 mines: complement ...

In 1942 four 20mm AA (4×1) guns were added.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../9/39					
M.17	MANCHESTER CITY	Blythwood (Scotstoun)	D Rowan (Glasgow)	 8.37	Returned ../3/46.
Requisitioned ../11/39					
M.44	ATREUS	Scotts (Greenock)	Scotts (Greenock)	11	Returned ../5/46.
Requisitioned ../2/40					
M.72	ALCA	Caledon (Dundee)	Caledon (Dundee)	 8.27	Returned ../5/46.
Requisitioned ../5/40					
M.49	HELVIG	Helsingors Shipbuilding	Burmester & Wain (København)	37	Seaward defence ship (1944); returned ../4/46.

Auxiliary Base and Accommodation Ships

These ships were brought about by the shortage, or absence, of facilities ashore, particularly in overseas locations; and they were adapted from large liners down to small coastal passenger vessels. Some, like those intended to accompany the repair ships, were wholly seaworthy; while others were only saved from the shipbreakers by the outbreak of war. As the war progressed many of the older requisitioned vessels were conveniently relegated to this service.

Base ship: ADRIA.

3,809 tons gross: 347½ (pp)/..... (oa) × 46¼ × 25d/22¼ feet: four SE cylindrical boilers (225lb/in²), one shaft, reciprocating (VQE cyl 22½in:32in:47in:68in × 48in stroke) IHP 3,000 = 15 knots, O.F. tons (.....nm @ ...k): complement

Accommodation ship: AL RAWDAH.

3,549 tons gross: 350¼ (pp)/..... (oa) × 44¼ × 30d/19 feet: two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 24½in:40in:68in × 45in stroke) IHP 3,000 = 15 knots, coal tons (.....nm @ ...k): complement

Base ship: ANKING.

3,472 tons gross: 338½ (pp)/..... (oa) × 49¼ × 27½d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, Parsons DR geared turbines SHP = ... knots, O.F. tons (.....nm @ ...k): complement

Accommodation ship: AORANGI.

17,491 tons gross: 580 (pp)/..... (oa) × 72¼ × 46½d/27¾ feet: four shafts, 6cyl (bore 27½in × 39in stroke) diesel engines BHP 11,160 = 16 knots, O.F. tons (.....nm @ ...k): complement

Accommodation ship: BOURNEMOUTH QUEEN.

See under auxiliary AA vessels for details.

Accommodation ship: CITY OF LONDON.

633 tons gross: 175 (pp)/..... (oa) × 28½ × 17d/13¼ feet: one SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 15in:25in:40in × 27in stroke) IHP 600 = 9 knots, coal tons (.....nm @ ...k): complement ...



Above: The Union Castle liner *Edinburgh Castle* was converted into an accommodation ship. (IWM)

Accommodation ship: DUCHESS OF ROTHESAY.

See under paddle minesweepers for details.

Base ships: DUNLUCE CASTLE, DURHAM CASTLE.

8,131/8,240 tons gross respectively: 475½ (pp)/..... (oa) × 56¾ × 35d/27 feet: three DE & one SE cylindrical boilers (220lb/in²), two shafts, reciprocating (VQE cyl 22½in:32in:46½in:68in × 51in stroke) IHP 6,500 = 15 knots, coal tons (.....nm @ ...k): complement

Base ship: EDINBURGH CASTLE.

13,329 tons gross: 570¼ (pp)/..... (oa) × 64¾ × 42½d/31½ feet: six DE & four SE cylindrical boilers (220lb/in²), two shafts, reciprocating (VQE cyl 32in:46in:66½in:96in × 60in stroke) IHP 15,000 = 18 knots, coal tons (.....nm @ ...k): complement

Accommodation ship: EMPEROR OF INDIA.

See under auxiliary AA vessels for details.

Base ship: FARADAY.

5,533 tons gross:

Accommodation ship: KEDAH.

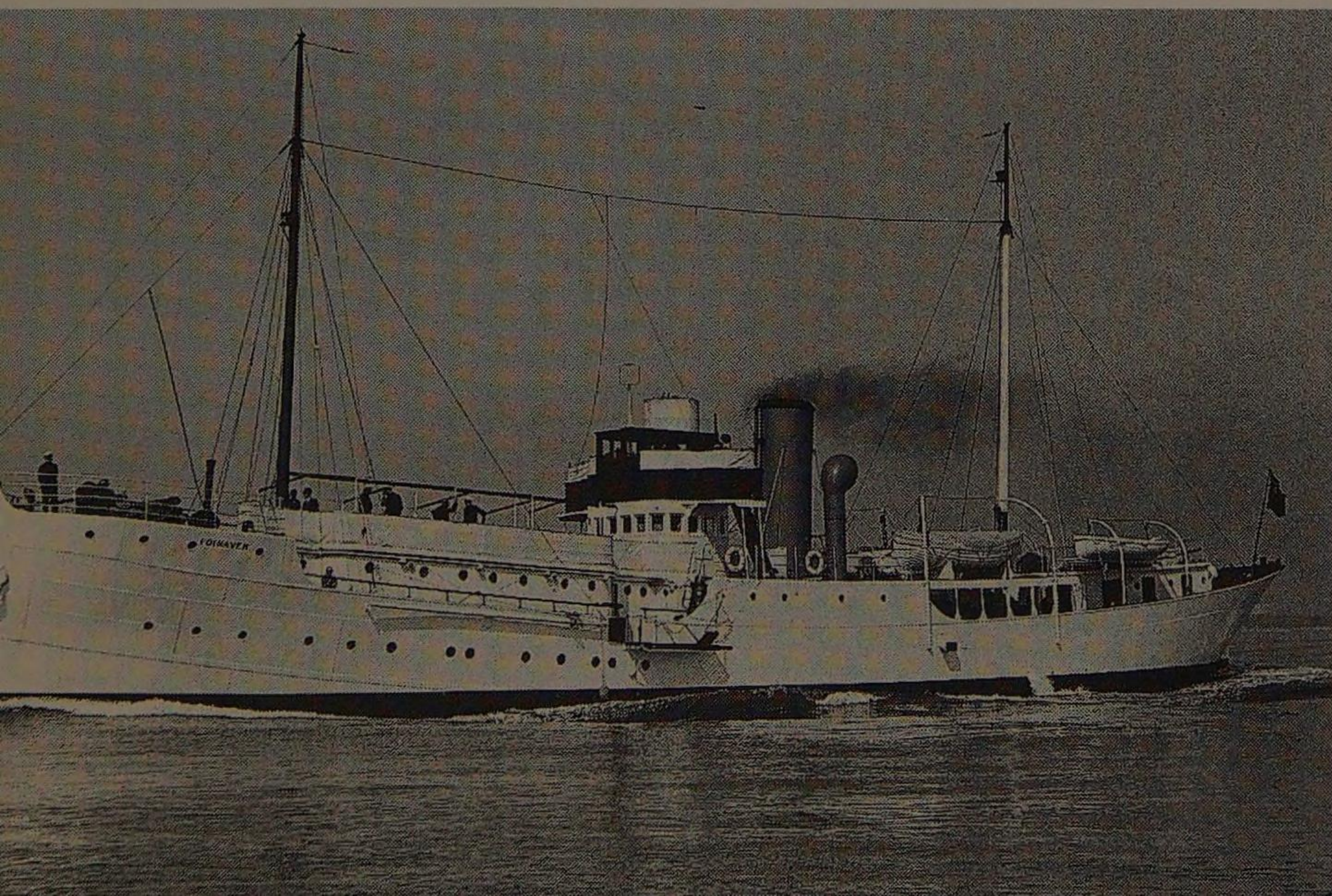
See under auxiliary patrol vessels for details.

Accommodation ship: KILLARNEY.

2,081 tons gross: 311¼ (pp)/..... (oa) × 38¼ × 17d/15¼ feet: three SE cylindrical boilers (180lb/in²), two shafts, reciprocating (VTE cyl 19in:31in:52in × 36in stroke) IHP 3,000 = 15 knots, O.F. tons (.....nm @ ..k): complement ...

Accommodation ship: KUTTABUL.

Ex-harbour ferry for which no details available.



Left: The *Foinhaven* was completed as the gunboat *Kilmartin*; was first converted into the mercantile *Mandrake*, and then into a steam yacht; and was used as an accommodation ship. (Vosper)

Accommodation ships: LAGUNA BELLE, LORNA DOONE.

See under auxiliary AA vessels for details.

Accommodation ships: MONA’S ISLE.

See under armed boarding vessels for details.

Accommodation ship: NADIA.

See *Princess Elizabeth* under auxiliary AA vessels for details.

Accommodation ship: ORIOLE.

See under paddle minesweepers for details.

Accommodation ship: PING WO.

3,105 tons gross: 290 (pp)/300 (oa) × 46¼ × 12½d/.... feet: two SE cylindrical boilers (190lb/in²), two shafts, reciprocating (VTE cyl 14½in:24in:39½in × 30in stroke) IHP 1,600 = 12 knots, coal tons (.....nm @ ...k): guns: complement

Accommodation ship: PLINLIMMON.

See under auxiliary AA vessels for details.

Base ship: ST CLAIR.

1,637 tons gross: 253½ (pp)/266 (oa) × 38 × 16½d/14½ feet: two SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 20in:35in:59in ×

39in stroke) IHP 2,400 = 14 knots, coal tons (.....nm @ ...k): complement

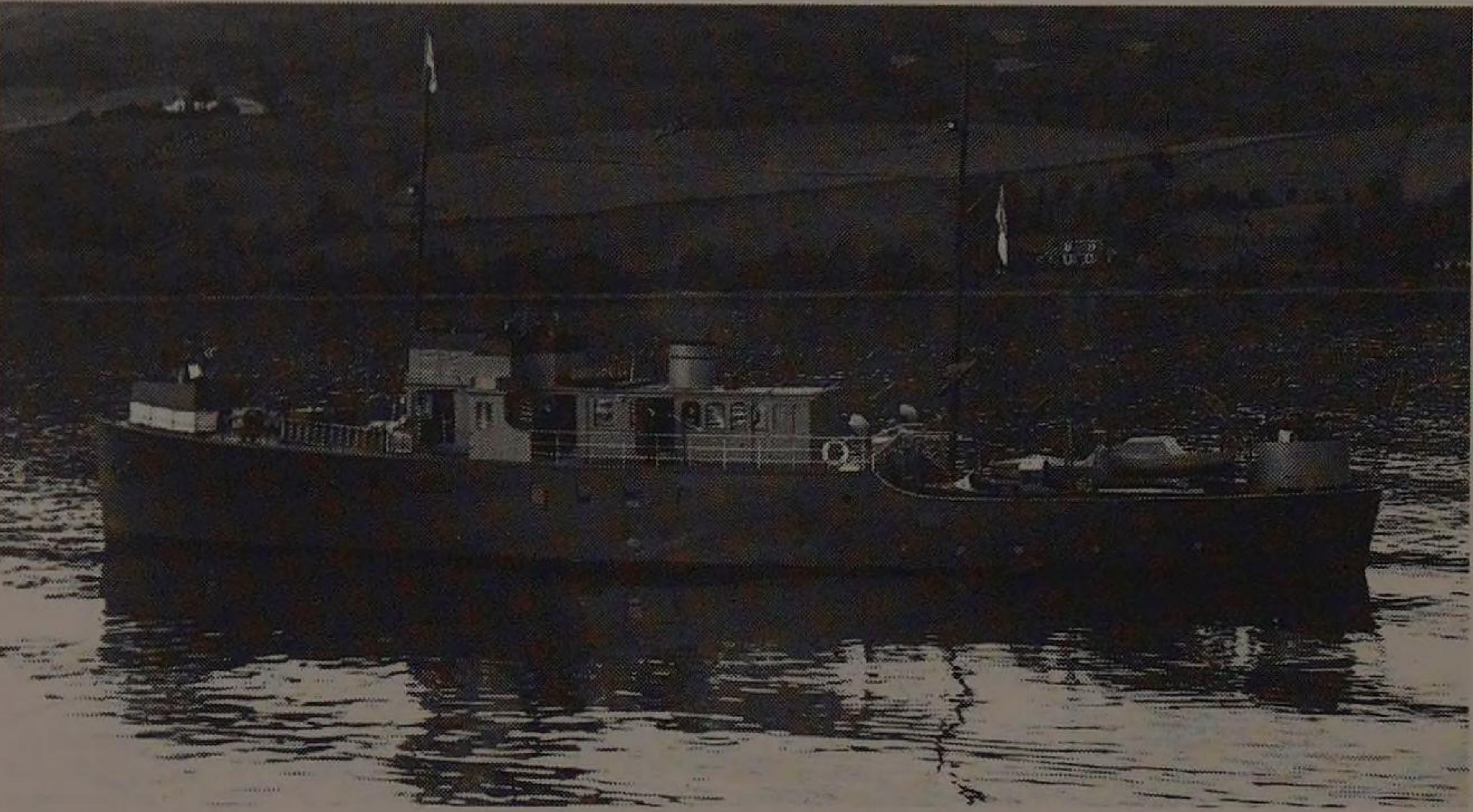
Accommodation ship: SAINT SUNNIVA.

1,368 tons gross: 252½ (pp)/..... (oa) × 35¼ × 23¾d/17¼ feet: two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 20in:33½in: 56in × 36in stroke) IHP 1,750 = 12 knots, coal tons (.....nm @ ...k): complement ...

Accommodation ship: SOUTHERN PRINCE.

See under auxiliary minelayers for details except re-armed with two 40mm AA (2×1) and fourteen 20mm AA (14×1) guns.

Below: The motor yacht *Sister Anne* was used as an accommodation ship, and was armed with two 20mm AA (2×1) guns forward and aft. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Purchased .././39					
.....	DURHAM CASTLE	Fairfield (Govan)	Fairfield (Govan)	 2.04	Mined off Cromarty 26/1/40.
Purchased ../8/39					
F.83	EDINBURGH CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	 4.10	Expended as gunfire target 60nm off Freetown 5/11/45.
Requisitioned 29/8/39					
.....	ST SUNNIVA	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	 5.31	Rescue ship (1942); lost cause unknown—probably foundered—North Atlantic 22/1/43.
Purchased ../9/39					
2	DUNLUCE CASTLE	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	 9.04	Sold T W Ward .././45, arrived Inverkeithing ../7/45 for scrapping.
Requisitioned 22/9/39					
.....	NADIA <i>ex-Princess Elizabeth</i>	Day Summers (Southampton)	Day Summers (Southampton)	27	Returned .././46.
Requisitioned 19/12/39					
.....	SOUTHERN PRINCE	Lithgow (Port Glasgow)	J Kincaid (Greenock)	 8.29	Returned 1/4/47.
Requisitioned 14/12/39					
.....	KEDAH	Vickers (Barrow)	Vickers (Barrow)	27	Returned ../6/46.
Requisitioned .././40					
.....	KUTTABUL	.....	.....	.....	RAN; returned .././...
Requisitioned ../6/40					
.....	KILLARNEY <i>ex-Classic, ex-Magic</i>	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	 8.93	Returned .././46.
Requisitioned ../7/40					
F.111	ST CLAIR	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	 4.37	BALDUR (1940), rescue ship ST CLAIR (1943).
Requisitioned 24/10/40					
.....	FARADAY (i)			23	Bombed German aircraft off St Ann’s Head 26/3/41, salvaged ../9/41 & to MOWT.

Requisitioned .././41					
.....	ANKING	Scotts (Greenock)	Scotts (Greenock)	25	Gunfire Japanese warships south of Java 3/3/42.
.....	PING WO	New Engineering & Ship- building Works (Shanghai)	New Engineering & Ship- building Works (Shanghai)	22	RAN (1942), training ship (1944).
Requisitioned ../5/41					
F.141	ADRIA ex-Pilsna, ex- Adria, ex-Ferencz Ferdinand	Clyde Shipbuilding (Port Glasgow)	Clyde Shipbuilding (Port Glasgow)	 5.14	GOMBROON (1943); sold ../4/47 & scrapped.
Transferred 9/6/41					
.....	AL RAWDAH ex-Ville de Bey- routh, ex-Chenab	Cammell Laird (Birkenhead)	D Rowan (Glasgow)	 8.11	Returned ../3/46.
Purchased .././44					
.....	CITY OF LONDON	Burntisland Shipbuilding	Beardmore (Coatbridge)	12.27	Sold ../5/46.
F.41	AORANGI	Fairfield (Govan)	Fairfield (Govan)	12.24	Returned .././46.
Requisitioned ../9/39					
F.60	SEABELLE ex-Seabelle II	.....	.....	.....27	RIN auxiliary A/A yacht (1944); returned 19/5/46.
Requisitioned ../11/39					
	MARTELLO ex-Aronia	.....	.....	.....29	Returned .././45.
Requisitioned ../7/40					
.....	LEIGH ex-Weno	.....	.....	.....28	Returned 11/9/45.
Seized 3/7/40					
.....	SHRAPNEL ex-Stiff	.....	.....	.....35	Returned 4/1/46.
Purchased ../9/39					
FY.027	SONA	.....	.....	.....22	Bombed German aircraft Poole 4/1/42.
FY.033	ZAZA	.....	.....	.....05	Sold .././48.
Requisitioned ../9/39					
.....	DUCHESS OF ROTHESAY	Thomson (Glasgow)	Thomson (Glasgow)	95	Returned .././46 & scrapped Netherlands.
4.36	GOATFELL ex-Caledonia	Denny (Dumbarton)	Denny (Dumbarton)	34	Returned ../1/46, <i>Old Caledonia</i> (1969).
FY.012	IOLARE ex-Amalthaea, ex-Iolare	.....	.....	.....02	PERSEPHONE (1945); sold .././46.
FY.014	LADY BLANCHE	.....	.....	.....07	Returned ../11/45.
4.373	LAGUNA BELLE ex-Southern Belle	Denny (Dumbarton)	Denny (Dumbarton)	96	Returned ../7/45.
Requisitioned 12/9/39					
.....	QUEEN OF KENT ex-Atherstone	Ailsa (Troon)	Ailsa (Troon)	16	Ferry service (1944).
.....	QUEEN OF THANET ex-Melton	Hamilton (Port Glasgow)	Hamilton (Port Glasgow)	16	Ferry service (1944).
Requisitioned 13/9/39					
4.385	PLINLIMMON ex-Cambria, ex- Cambridge, ex- Cambria	McIntyre (Alloa)	Hutson (Glasgow) (1)	95	Sold T W Ward .././46, arrived Grays ../11/46 for scrapping.
4.390	WESTWARD HO ex-Westward Queen, ex-West- hope, ex-Westward Queen	McKnight (Ayr)	Hutson (Glasgow)	94	Sold J Cashmore .././46, arrived Newport 1/8/46 for scrapping.
Requisitioned 22/9/39					
4.403	NADIA ex-Princess Elizabeth	Day Summers (Southampton)	Day Summers (Southampton)	27	Returned ../3/46; hulked as floating conference centre (1969).
Requisitioned ../11/39					
J.110	ORIOLE	Inglis (Pointhouse)	Inglis (Pointhouse)	10	Sold Smith & Houston .././46, arrived Port Glasgow 17/8/46 for scrapping.
Requisitioned 7/12/39					
4.402	LORNA DOONE	Napier, Shanks & (Ball) (Glasgow)	D Rowan (Glasgow) (2)	91	Returned .././46 & scrapped.
Requisitioned .././40					
4.241	BALMORAL (ii)	S McKnight (Ayr)	Hutson (Glasgow) (3)	00	Scrapped .././47.

Requisitioned ..1/40					
4.236	GOLDEN EAGLE	J Brown (Clydebank)	J Brown (Clydebank)	09	Returned .././45.
Purchased ../7/40					
4.224	ATMAH	.....	.....	.....98	Sold .././46.
Purchased .././41					
FY.1612	TROUBADOR	.....	.....	.....24	Sold .././47.
	ex-Warrior				
Purchased ../4/41					
FY.036	STAR OF INDIA	.....	.....	.....88	Sold .././46.
Requisitioned ../4/41					
4.382	BOURNEMOUTH	Ailsa (Troon)	Hutson (Glasgow)	08	Returned ../7/47.
	QUEEN ex-				
	Bourne, ex-Bourne-				
	mouth Queen				

(1) Re-boilered 1912 (2) Re-boilered 1901 (3) Re-boilered 1920

Minesweeper Attendant Craft

Ex-MTBs: MAC.1/6.
Ex-MTB: MAC.7

Amenities Ships

These vessels were specially converted for Pacific operations conducted from forward bases quite devoid of normal shore facilities, and far removed from main bases. They provided recreational facilities far in excess of those normally borne shipboard, even by depot ships; and were for the use of the fleet generally, and not only flotilla vessels.

Mercantile conversions: AGAMEMNON, MENESTHEUS.

See under auxiliary minelayers for details except re-armed with twelve 20mm AA (12×1) guns.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 14/12/39					
.....	MENESTHEUS	Caledon (Dundee)	Burmeister & Wain (København)	29	Returned 6/1/48.
Requisitioned ../1/40					
.....	AGAMEMNON	Workman Clark (Belfast)	Burmeister & Wain (København)	29	Returned 26/7/46.

Maintenance and Repair Ships

By the very nature of their work depot and repair ships spend most of their time in harbour, usually at anchor, but with the mobility to move to any theatre of operations. Thus, speed is not a high priority, especially when high-powered propulsion machinery of any kind is in short supply. In consequence, when the Admiralty planned a modest programme of new construction the only designs made available to them were standard mercantile cargo hulls of medium speed. Faster ships, principally for the refrigerated trade, were in production; but the Ministry of War Transport successfully resisted all Admiralty measures to acquire them except for conversion to escort carriers.

The standard mercantile designs were not wholly suited for conversion to depot and repair ships, as they lacked the accommodation, and were not really large enough. This resulted in them becoming specialised in certain fields only, with some loss of flexibility in their deployment.

The series built in the U.K. were therefore classed as maintenance ships, either for hull repair or aircraft components; while those built in Canada were classed as maintenance and repair ships for various ship categories and

armaments. The ships supplied under Lease/Lend from the U.S.A. had a limited repair capability in order that their repair staff could be accommodated aboard; and while they could be more flexibly deployed, they were technically limited in the work they could undertake.

Maintenance ships: (for hull repair) BEAULY FIRTH, DULLISK COVE, MULLION COVE, SOLWAY FIRTH. (for aircraft components) CUILLIN SOUND, HOLM SOUND, MORAY FIRTH.

Displacement: 10,000 tons.

Dimensions: 431 (pp)/447 (oa) × 56 × 38d/26¾ feet.

Machinery: Three SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 24½in:37in:70in × 48in stroke) IHP 2,500 = 11 knots.

Bunkers & radius: O.F. 1,600 tons,nm @ ...k.

Armament: Twelve 20mm AA (12×1) guns.

Complement: 400.

Maintenance & repair ships: (for escorts) BEACHY HEAD, BERRY HEAD, DUNCANSBY HEAD, FLAMBOROUGH HEAD, MULL OF GALLOWAY, RAME HEAD. (for landing craft) BUCHAN NESS, DUNGENESS, FIFE NESS, GIRDLE NESS, SPURN POINT. (for coastal craft) †CAPE WRATH. (for landing ships) DODMAN POINT, HARTLAND POINT. (for target trials) MULL OF KINTYRE. (unspecified) MULL OF OA, ORFORDNESS, RATTRAY HEAD, TARBAT NESS. (for armaments) PORTLAND BILL, SELSEY BILL.

Displacement: 8,580 except † 8,755 tons (11,270 tons full load).

Dimensions: 424½ (pp)/441½ (oa) × 57¼ × 37¼d/20 (26¼ full load) feet.

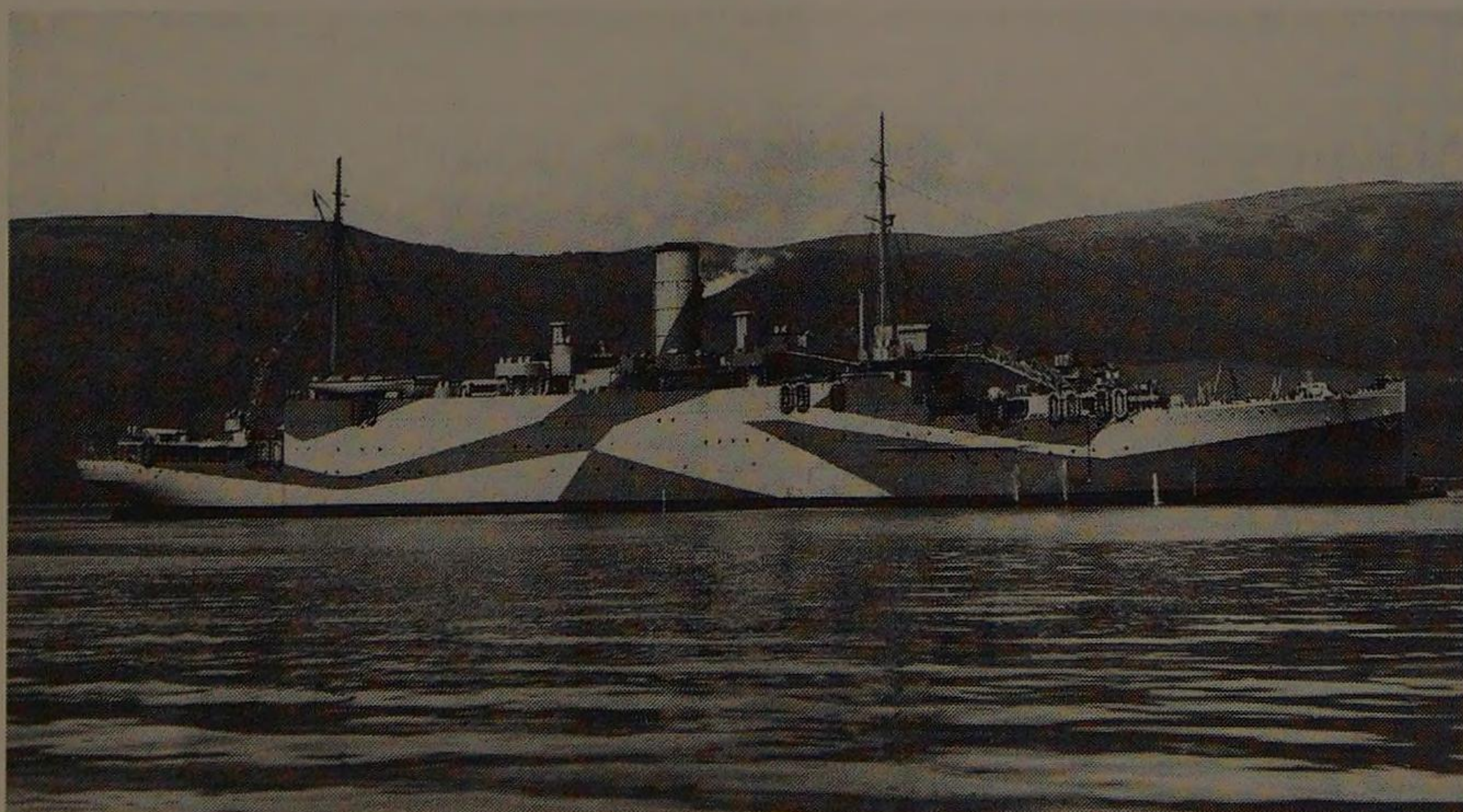
Machinery: Two Foster Wheeler water-tube boilers (250lb/in²), one shaft, reciprocating (VTE cyl 24½in: 37in:70in × 48in stroke) IHP 2,500 = 11 knots.

Bunkers & radius: O.F. 1,600 tons, 11,400nm @ 10k.



Above left: The *Mullion Cove* was converted from a standard cargo ship into a maintenance ship for hull repair. (IWM)

Above right: The Cunard liner *Wayland* was converted into a repair ship, and had a heavy AA battery of eight 4in AA (4×2) guns controlled by an HA.DCT on the bridge.



Armament: Sixteen 20mm AA (16×1) guns.

Complement: 445.

Repair ships: ASSISTANCE, DILIGENCE, HECLA (ii), DUTIFUL, FAITHFUL.

Displacement: 14,250 tons,

Dimensions: 416 (pp)/441½ (oa) × 57 × 37¼d/27½ feet.

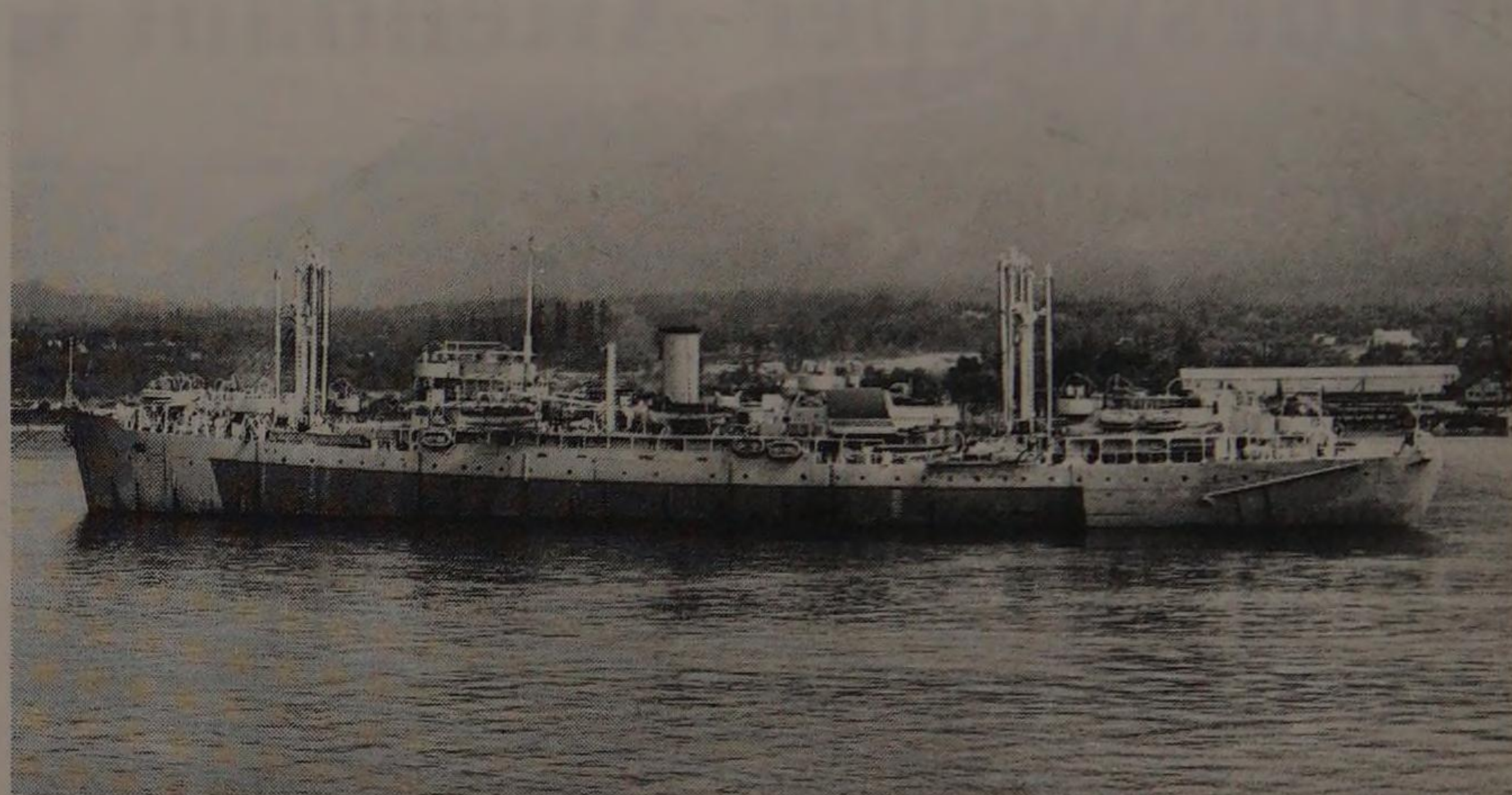
Machinery: Two water-tube boilers (220lb/in²), one shaft, reciprocating (VTE cyl 24½in:37in:70in × 48in stroke) IHP 2,500 = 11 knots.

Bunkers & radius: O.F. 1,818 tons,nm @ ...k.

Armament: One 5in, ten 40mm AA (5×2), two 20mm AA (2×1) guns.

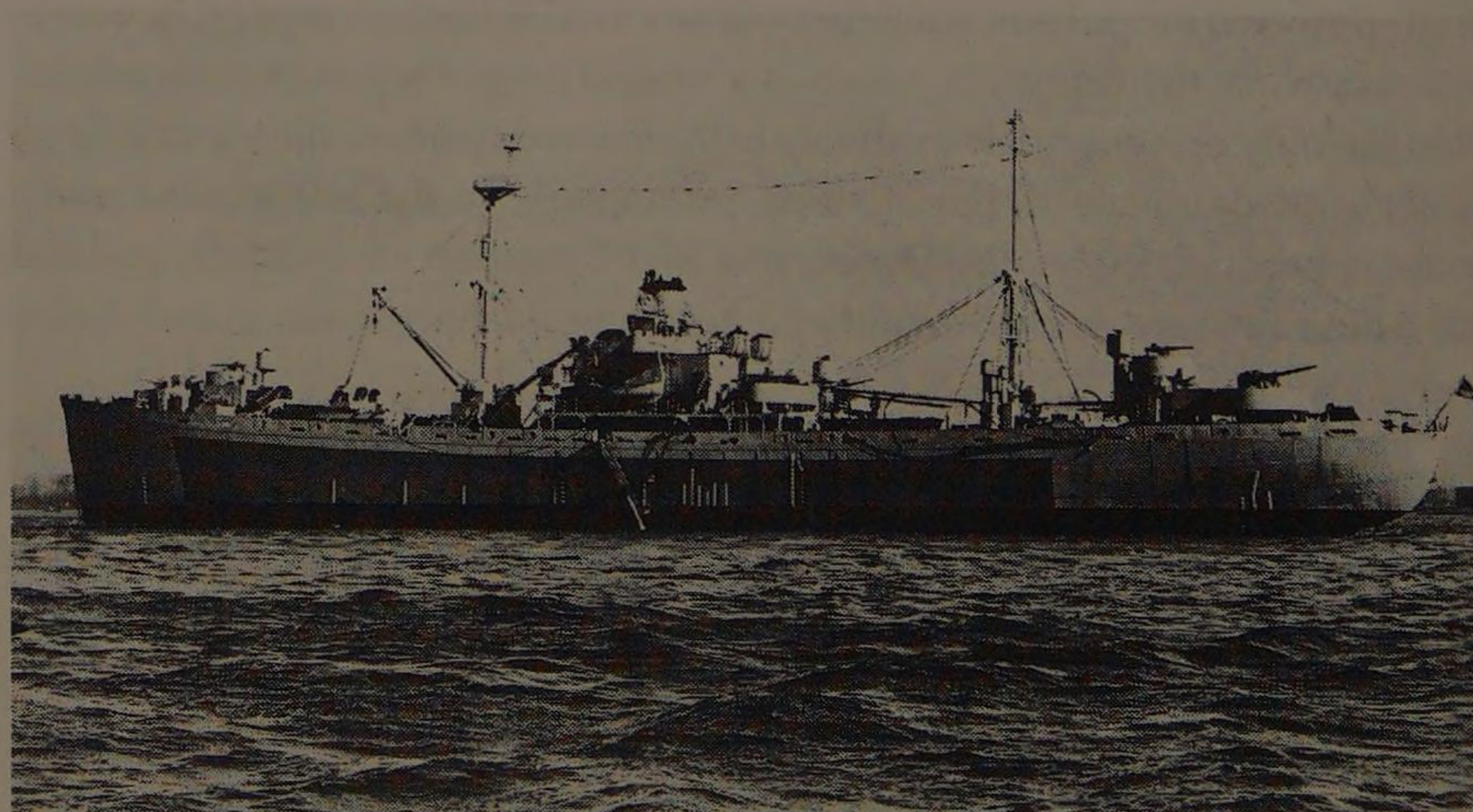
Complement: 489.

Below: The *Flamborough Head* (left) and the *Beachy Head* (right) were both converted from standard cargo ships into maintenance and repair ships for escort vessels. (IWM)



Below left: The Cunard liner *Artifex* was also converted into a repair ship, but did not mount the heavy AA battery. (IWM)

Below right: The repair ship *Assistance* was transferred under Lease/Lend, and was converted from a standard Liberty cargo ship. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..../44							
F.187	BEAULY FIRTH ex-Empire <i>Sarawak</i>	Readhead (South Shields)	Readhead (South Shields)	17.12.43	24. 8.44	12.45	Mercantile <i>Stanfirth</i> (1948), <i>Akamas</i> (1961), <i>Skepsis</i> (1968); sold Chinese shipbreaker ..../68, arrived Shanghai ..../68 for scrapping.
F.88	CUILLIN SOUND ex-Empire	W Gray (West Hartlepool)	Glenfield & Kennedy (Kilmarnock)	7. 1.44	2.11.44	15. 1.45	Mercantile <i>James Clunies</i> (1948); wrecked Punta Mogotas 21/4/49.
F.185	DULLISK COVE ex-Empire <i>Perak</i>	Short (Sunderland)	Worthington Simpson (Newark)	18.11.43	4. 9.44	15.11.44	Mercantile <i>Kafalonia</i> (1947), <i>Tyalla</i> (1951), <i>Wear Breeze</i> (1957); sold Japanese shipbreaker ..../62, arrived Japan ..../62 for scrapping.
F.189	HOLM SOUND ex-Empire <i>Labuan</i>	W Gray (West Hartlepool)	Duncan Stewart (Glasgow)	4.11.43	5. 9.44	8.11.44	Mercantile <i>Avisbay</i> (1948), <i>Prah</i> (1950), <i>Naprijed</i> (1959); sold Yugoslavian shipbreaker ..../69, arrived Split ..../69 for scrapping.
F.62	MORAY FIRTH ex-Empire <i>Pitcairn</i>	Readhead (South Shields)	-do-	13. 2.44	17.10.44	2.11.45	Mercantile <i>Linaria</i> (1947), <i>Eskglen</i> (1954); sold
F.186	MULLION SOUND ex-Empire <i>Penang</i>	Bartram (Sunderland)	-do-	44	44	 7.45	Mercantile <i>Margaret Clunies</i> (1948), <i>Waynegate</i> (1951), <i>Katingo</i> (1961), <i>President Magsaysay</i> (1964), <i>Magsaysay</i> (1968); caught fire off south coast of Korea 19/7/68 & written-off as constructive total loss, sold South Korean shipbreaker/.., arrived Pusan/.. for scrapping.
F.190	SOLWAY FIRTH ex-Empire <i>Lagos</i>	Short (Sunderland)	Glenfield & Kennedy (Kilmarnock)	22. 1.44	31.10.44	30.12.44	Completed by Amsterdamsche Droogdok, mercantile <i>Kongsborg</i> (1947), <i>Olofsborg</i> (1955), <i>Huta Florian</i> (1959); sold Spanish shipbreaker ..../71, arrived Spain ..../71 for scrapping.
Acquired ..../44							
F.178	ASSISTANCE ex-AR.17	Bethlehem (Fairfield)	Worthington Pump & Machinery (Harrison)	44	20. 6.44	44	Returned USN 15/8/46; sold American shipbuilders ..../74, arrived Cleveland.
F.174	DILIGENCE ex-AR.18	-do-	Filer & Stowell (Milwaukee)	44	8. 7.44	44	Returned USN 29/1/46; sold Taiwanese shipbreaker ..../73, arrived Kaohsiung ..../73 for scrapping.
F.175	HECLA (ii) ex-AR.19	-do-	General Machinery (Hamilton)	44	31. 7.44	44	Retained USN XANTHUS.
F.176	RELIANCE ex-AR.20	-do-	-do-	44	13. 9.44	44	DUTIFUL (1944); retained USN LAERTES.
F.177	FAITHFUL ex-AR.21	-do-	-do-	44	10.10.44	44	Retained USN DIONYSUS.
Ordered 1/5/44							
F.02	BEACHY HEAD	Burrard Dry Dock (North Vancouver)	General Machinery (Hamilton)	8. 6.44	27. 9.44	20. 3.45	RNethN VULKAAN (1947), RN (1950), RCN (1952), CAPE SCOTT (1953); sold ..../77.
F.18	BERRY HEAD	-do-	Canadian Allis-Chalmers (Montreal)	15. 6.44	21.10.44	30. 5.45	Sold
F.36	BUCHAN NESS	West Coast Shipbuilders (Vancouver)	Dominion Engineering (Montreal)	21.10.44	10. 2.45	26. 7.45	Sold British shipbreaker ..../59, arrived Faslane 25/9/59 for scrapping.
F.49	CAPE WRATH	-do-	-do-	16. 3.45	24. 8.45	5. 3.46	Mercantile <i>Marine Fortune</i> (1951), <i>St Marcos</i> (1954), <i>Dittmar Koel</i> (1956); sold
F.19	DODMAN POINT	Burrard Dry Dock (North Vancouver)	Canadian Allis-Chalmers (Montreal)	6. 1.45	14. 4.45	3.10.45	Sold Italian shipbreaker ..../63, arrived La Spezia 17/4/63 for scrapping.
F.58	DUNCANSBY HEAD	-do-	-do-	29. 7.44	17.11.44	8. 8.45	Sold Spanish shipbreaker ..../12/69, arrived Spain ..../70 for scrapping.
F.46	DUNGENESS	West Coast Shipbuilders (Vancouver)	-do-	1.12.44	15. 3.45	2.10.45	Mercantile <i>Levuka</i> (1947), <i>Triadic</i> (1948); sold
F.29	FIFE NESS ex-Prawle Point	Burrard (South Yard - Vancouver)	Dominion Engineering (Montreal)	19. 1.45	30. 4.45	28.11.45	RAF ADASTRAL (1945), mercantile <i>Granhill</i> (1953), <i>Merlin</i> (1954); sold Chinese shipbreaker ..../71, arrived Whampoa 23/6/71 for scrapping.
F.88	FLAMBOROUGH HEAD	-do-	-do-	5. 7.44	7.10.44	25. 4.45	RCN (1951), CAPE BRETON (1953).
F.04	GIRDLE NESS ex-Penlee Point	-do-	-do-	7.12.44	29. 3.45	5. 9.45	Missile trials ship (1956); sold Shipbreaking Industries 10/7/70, arrived Faslane 11/8/70 for scrapping.
F.25	HARTLAND POINT	-do-	Canadian Allis-Chalmers (Montreal)	18. 7.44	4.11.44	11. 7.45	Mercantile (name unchanged - 1974); sold Spanish shipbreaker ..../79, arrived Santander ..../2/79 for scrapping.
F.26	KINNAIRD HEAD	North Van Ship Repair (Vancouver)	Dominion Engineering (Montreal)	19. 6.44	26.10.44	15. 5.45	MULL OF GALLOWAY (1945); sold German shipbreaker ..../65, arrived Hamburg ..../2/65 for scrapping.
F.86	MULL OF KINTYRE	-do-	-do-	21.12.44	5. 4.45	24.10.45	Sold British shipbreaker ..../10/69, arrived Hong Kong 25/1/70 for scrapping.
F.67	ORFORD NESS	West Coast Shipbuilders (Vancouver)	-do-	20.12.44	12. 4.45	.....	Cancelled 18/8/45, completed mercantile <i>Rabaul</i> (1946), <i>Dongola</i> (1948), <i>Apj Ashwini</i> (1961); sold Indian shipbreaker ..../65, arrived Bombay ..../65 for scrapping.

F.05	PORTLAND BILL	Burrard Dry Dock (North Vancouver)	-do-	1. 2.45	18. 5.45	31.10.45	Mercantile <i>Zinnia</i> (1951), <i>Chrysopolis</i> (1964); sold Taiwanese shipbreaker .././65, arrived Kaohsiung ../5/65 for scrapping.
F.34	RAME HEAD	North Van Ship Rep- air (Vancouver)	Canadian Allis-Chal- mers (Montreal)	12. 7.44	22.11.44	18. 8.45	Sold
F.73	RATTRAY HEAD	-do-	-do-	27. 1.45	8. 6.45	.....	Cancelled 18/8/45, completed mercantile <i>Iran</i> (1946), <i>Mabel Ryan</i> (1947); sold
F.54	SELSEY BILL	Burrard Dry Dock (North Vancouver)	Dominion Engineer- ing (Montreal)	28.12.45	11. 7.45	.....	Cancelled 30/8/45, completed mercantile <i>Waitemata</i> (1946); sold
F.42	SPURN POINT	Burrard (South Yard – Vancouver)	Canadian Allis-Chal- mers (Montreal)	16. 2.45	8. 6.45	21.12.45	Mercantile <i>Lakemba</i> (1948); sold
F.84	TARBAT NESS	West Coast Ship- builder (Vancouver)	Dominion Engineer- ing (Montreal)	12. 2.45	29. 5.45	.....	Cancelled, completed mercantile <i>Lautoka</i> (1947), <i>Devanha</i> (1948), <i>Fortune Canary</i> (1961), <i>Wing An</i> (1964); sold
F.96	TREVOSE HEAD	North Van Ship Rep- air (Vancouver)	-do-	3. 3.45	11. 8.45	.....	MULL OF OA (1945), cancelled 18/8/45, completed mercantile <i>Turan</i> (1946), <i>Betty Ryan</i> (1947); sold
Purchased ../4/42							
F.137	WAYLAND ex- <i>Antonia</i>	Vickers-Armstrong (Barrow)	Vickers-Armstrong (Barrow)	.....	11. 3.21	.....	Sold British shipbreaker .././45, arrived Cairn Ryan ../4/48 for lightening & Troon ../2/49 for scrapping.
Purchased ../11/42							
F.128	ARTIFEX ex- <i>Aurania</i>	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	.....	6. 2.24	.....	Sold Italian shipbreaker .././60, arrived Italy .././61 for scrapping.
Purchased 8/2/44							
F.15	ALAUNIA	J Brown (Clydebank)	J Brown (Clydebank)	.....	7. 2.25	.....	Sold Hughes Bolckow .././57, arrived Blyth 10/9/57 for scrapping.
Purchased ../4/44							
F.53	AUSONIA	Armstrong- Whitworth (Walker)	Armstrong- Whitworth (Walker)	.....	22. 3.21	.....	Sold Spanish shipbreaker .././65, arrived Castellon ../9/65 for scrapping.
Purchased .././43							
F.39	RANPURA	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	.....	13. 9.24	.....	Sold Italian shipbreaker ../4/61, arrived La Spezia 25/5/61 for scrapping.

Auxiliary Repair Ships

Coaster conversion: AIK LAM.

No details available except 155 tons gross.

Mercantile conversion: BANGALOW.

645 tons gross: 162 (pp)/..... (oa) × 36 × 9¼d/.... feet: one SE cylindrical boiler (.....lb/in²), one shaft, reciprocating (VTE cyl 11½in:19in:32in × 22in stroke) IHP 300 = 9 knots, coal tons (.....nm @ ...k): guns: complement ...

Ferry conversion: KOOPA.

416 tons gross: 192½ (pp)/..... (oa) × 28 × 9d/.... feet: two SE cylindrical boilers (.....lb/in²), two shafts, receiprocating (VTE cyl 13in:21in:38in × 18in stroke) IHP 1,000 = 10 knots, coal tons (.....nm @ ...k): one 20mm AA, one 303in AA machine guns: complement ...

Mercantile conversion: MERKUR.

5,952 tons gross: 393 (pp)/410¾ (oa) × 52 × 27¾d/21¼ feet: two shafts,

MAN 6cyl (bore 650mm × 1,000mm stroke) BHP 2,700 = 11 knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: PING WO.

See under auxiliary accommodation ships for details.

Mercantile conversion: WHANGPU.

See under auxiliary depot ships for details except re-armed six 20mm AA (6×1) guns.

Mercantile conversion: YUNNAN.

2,812 tons gross: 300 (pp)/..... (oa) × 44¼ × 23¾d/.... feet: one shaft, 5cyl (bore 22in × 36in stroke) BHP 1,500 = 12 knots, O.F. tons (.....nm @ ...k): guns: complement

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned .././41					
.....	AIK LAM	.....	.....	.....41	Wrecked place unknown 22/3/46.
.....	PING WO	New Engineering & Ship- building Works (Shanghai)	New Engineering & Ship- building Works (Shanghai)	22	RAN; returned ../6/46.
Requisitioned ../12/41					
.....	WHANGPU	Taikoo Dockyard (Hong Kong)	Taikoo Dockyard (Hong Kong)	20	RAN; returned ../4/46.

Requisitioned/42

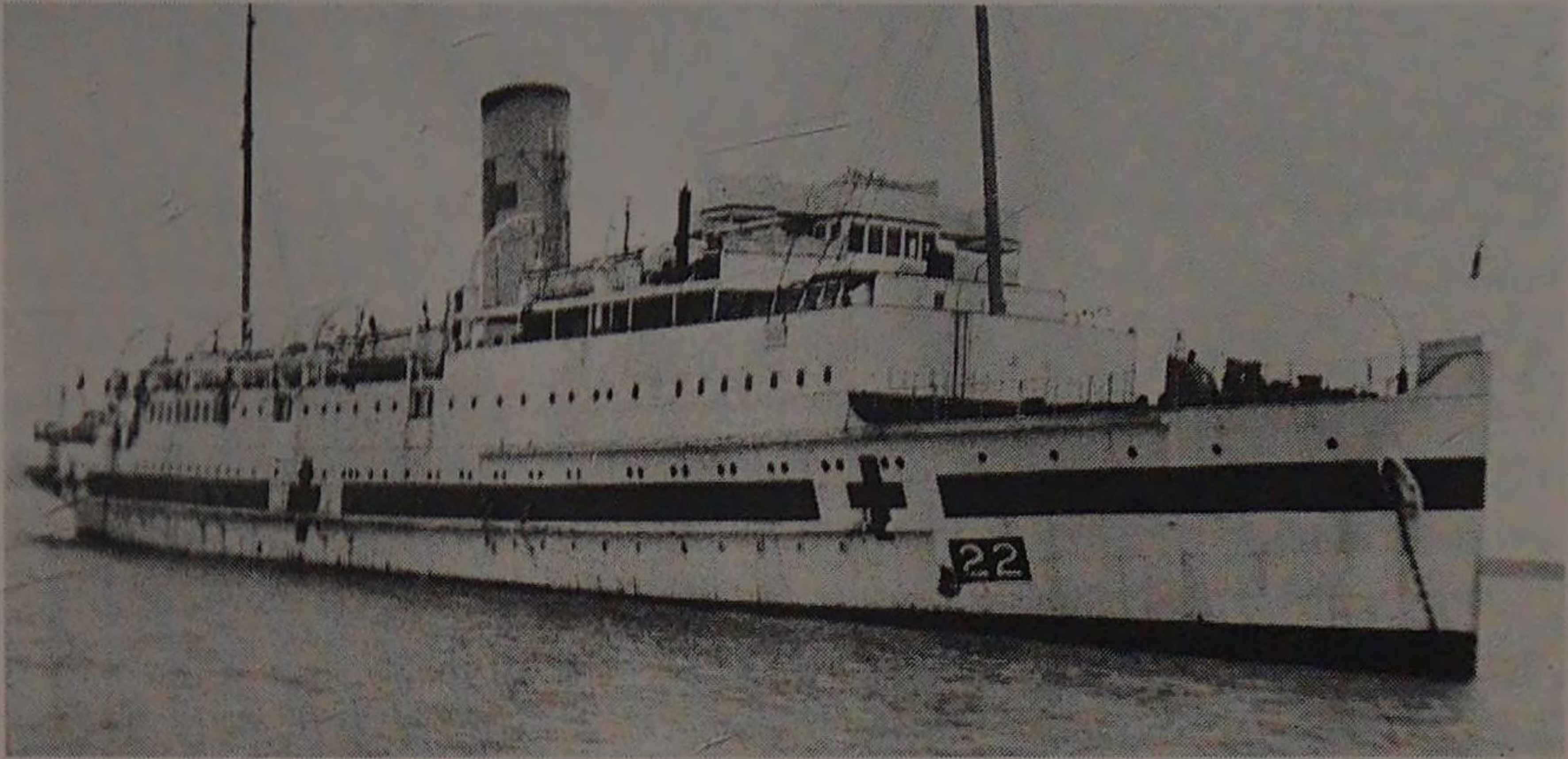
.....	BANGALOW	Harland & Wolff (Govan)	G Plenty (Newbury)	39	RAN; returned ..../46.
.....	KOOPA	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	10.11	RAN; returned../../44/
.....	MERKUR ex-Rio Bravo	F Krupp (Kiel)	F Krupp (Kiel)	24	RAN; returned ../../...

Hospital Ships

Mercantile conversion: MAINE.

10,100 tons: 401¼ (pp)/..... (oa) × 58¼ × 34d/23½ feet: two DE & two SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 4,000 = 13 knots, coal 1,360 tons (.....nm @ ...k): complement ... + ... (patients).

Right: The cross-Channel ferry *Isle of Thanet* was converted into a naval hospital carrier. (British Rail)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned/..					
.....	BERBICE	.....	.....	.....	Returned ../../...
.....	CENTAUR	Scotts (Greenock)	Burmeister & Wain (København)	24	Torpedoed IJN submarine I....
.....	NEWFOUND- LAND	Vickers (Barrow)	Vickers (Barrow)	... 6.25	Bombed German aircraft 25nm off Salerno 14/9/43.
.....	TALAMBA	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	10.24	Bombed German aircraft off Avola ../9/43.
Requisitioned ..../40					
.....	ORANJE	Nederlandsche Scheepsbouw (Amsterdam)	Sulzer (Winterthur)	38	RAN; returned ../../...
.....	TJITJALENGKA	-do-	Stork (Hengelo)	 5.39	Returned ../../...
.....	ESSEX QUEEN	Denny (Dumbarton)	Denny (Dumbarton)	97	Returned ../3/43, <i>Pride of Devon</i> (1946); scrapped ../../51.
Requisitioned 26/8/39					
.....	AVONGLEN ex- <i>Prévoyance</i> <i>Sociale</i> , ex- <i>Captain Pollen</i>	A Hall (Aberdeen)	A Hall (Aberdeen)	12.17	Returned 22/8/46.
.....	CASSIOPEIA ex- <i>Windrise</i>	W H Warren (New Holland)	.....	31. 8.20	Returned 6/11/45.
Requisitioned 22/9/39					
.....	OCEAN PILOT	.....	.....	.....	Returned ../6/45.
Requisitioned 12/3/40					
.....	ALLOCHY ex- <i>Ralph Hall</i> <i>Caine</i> , ex- <i>Day-</i> <i>break</i>	Duthie Torry (Aberdeen)	.....	.....18	Returned 26/10/45.
.....	MORAY VIEW	.....	.....	.....09	Returned 5/2/46.
Requisitioned 28/3/40					
.....	CASTLE STUART	.....	.....	.....10	Returned 20/7/46.

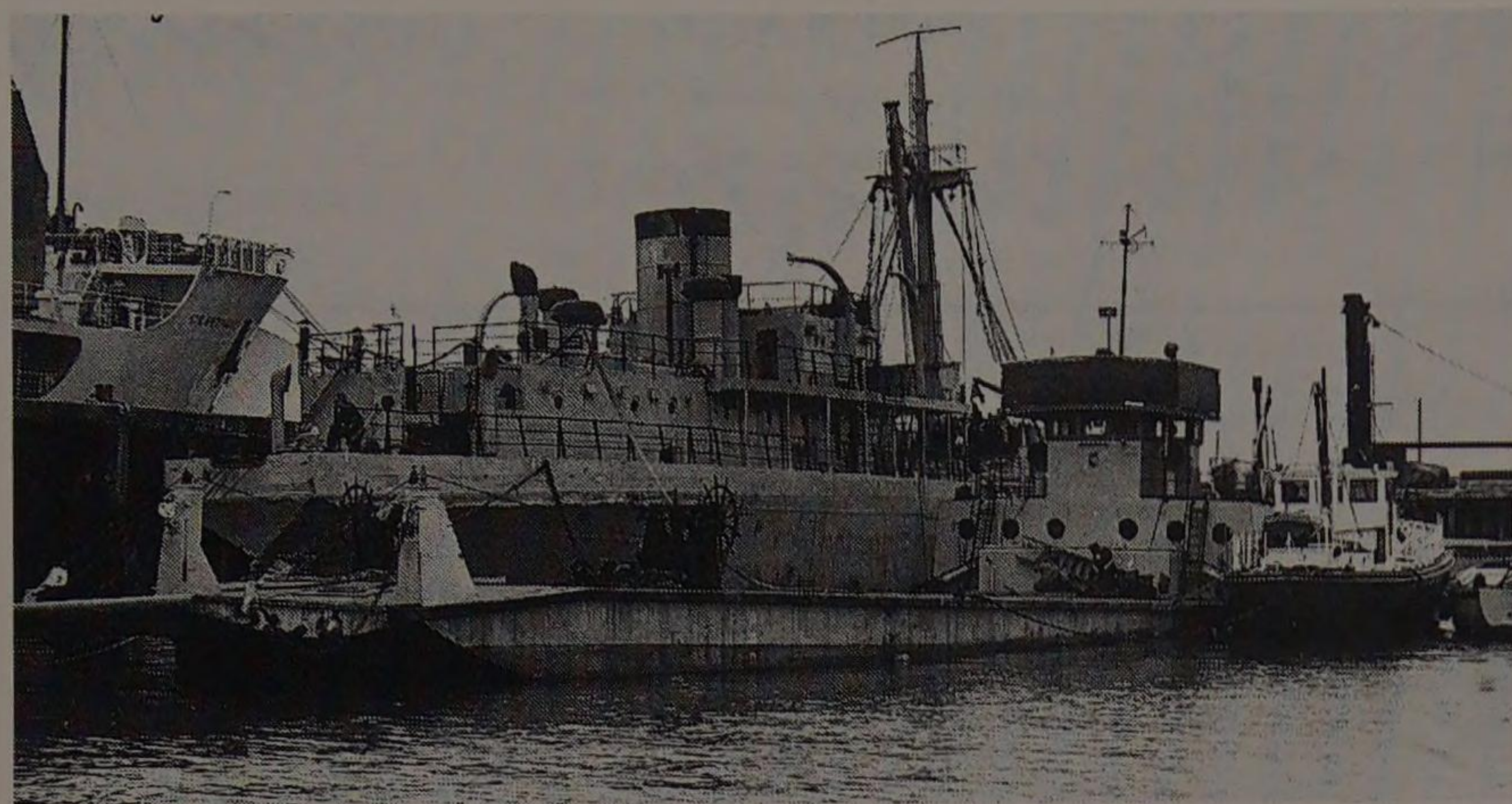
Stores Ships/Carriers

In the Admiralty civil administration the departments for victualling, stores, and armaments independently operated vessels suitable for their special requirements. Those for naval stores were both large and ocean-going, and small for dockyard use; while those for victualling and armaments stores were also smaller, and were mainly for dockyard use. A feature of the armament carriers was that their hold had to be long enough to stow the largest naval gun. They all had black hulls, buff superstructures, and buff funnels with a black top. Distinguishing funnel bands below the black top were blue for the Captain of the Dockyard, green for naval stores, red for armament

stores, and yellow for victualling stores. At the outbreak of war all were painted grey; and most were armed with light AA guns.

Armament stores carrier: UPNOR.

600 tons (cargo d.w. 280 tons): (pp)/142 (oa) × 24 ×d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VC cyl ...in:...in × ...in stroke) IHP = 7½ knots, coal tons (.....nm @ ...k): complement ...



Left and above: Post-war views of an unidentified naval air lighter in the foreground (left) and *RNAL.51* (above) with few—or no—alterations, which were used to ferry aircraft from ship to shore, or vice-versa. (?/A. & J. Pavia)

Armament stores carrier: BISON.

766 tons (cargo d.w. 320 tons): (pp)/165 (oa) × 26 ×d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP = ... knots, coal tons (.....nm @ k): complement ...

Stores carrier: CAIRNEY

131 tons gross: 125 (pp)/..... (oa) × 16½ ×d/.... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating IHP = ... knots, coal tons (.....nm @ ...k): complement ...

Armament stores carrier: ISLEFORD.

423 tons gross (cargo d.w. 350 tons): (pp)/150 (oa) × 25½ ×d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP = 8½ knots, coal tons (.....nm @ ...k): complement ...

Armament stores carrier: JOHN EVELYN. (VS 1939?)

435 tons gross (cargo d.w. 560 tons): 142 (pp)/..... (oa) × 25 × 13d/12½ feet: one SE cylindrical boiler (130lb/in²), one shaft, reciprocating (VC cyl 18¼in: 38in × 27in stroke) IHP 550 = 9 knots, coal tons (.....nm @ ...k): complement ...

Mercantile conversion: RELIANT.

Purchased as a replacement for the *Perthshire*, she was converted into a naval stores and victualling ship, with considerable refrigerated space available. As with all store-issuing ships only about 20% of her total deadweight was utilised, which entailed stowing permanent ballast so as to achieve a satisfactory draught and trim; and she was manned by the RFA.

17,000 tons: 450½ (pp)/471½ (oa) × 58 × 41d/30¼ feet: four SE cylindrical boilers (190lb/in²), one shaft, Brown-Curtis SR geared turbines SHP 5,000 = 14 knots, O.F. 2,170 tons (.....nm @ ...k): complement ...

Admiralty design: BACCHUS.

A medium-sized store ship for freighting duties, manned by the RFA; and a distilling plant was installed soon after the outbreak of war. She was defensively armed with a 4in and a 12pdr AA guns, and converted into a store issuing ship in 1941.

Displacement: 5,150 tons (5,815 tons full load).

Dimensions: 320 (pp)/337¾ (oa) × 49¼ × 25½d/16 (18 full load) feet.

Machinery: Three SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 21in:35in:55in × 42in stroke) IHP 2,000 = 12 knots.

Bunkers & radius: O.F. 643 tons,nm @ 12k.

Complement: 44.

Admiralty design: †ROBERT DUNDAS, ROBERT MIDDLETON.

Coastal store carriers which were transferred to the RFA in 1940 so that they could be deployed overseas when required. They were defensively armed with one 12pdr AA and two 20mm AA (2×1) guns.

Displacement: 900 tons (cargo d.w. 1,100 tons).

Dimensions: 210 (pp)/220 except † 220½ (oa) × 35¼ × 18¼d/13½ feet.

Machinery: One shaft, Polar Atlas 6cyl (bore 340mm × 570mm stroke) diesel engine BHP 960 = 10½ knots.

Bunkers & radius: O.F. 60 tons,nm @ ...k.

Complement: 20.

Armament stores carrier: BEDENHAM.

1,192 tons gross (cargo d.w. 1,277 tons): 215 (pp)/230 (oa) × 37½ × 16½d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP = 10 knots, coal tons (.....nm @ ...k): complement ...

Armament stores carrier: BOWSTRING.

220 tons gross: 115 (pp)/122 (oa) × 22½ ×d/7½ feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 100 = 8 knots, O.F. 10 tons (1,324nm @ 8k): complement ...

Armament stores carriers: BALLISTA, OBUS.

122 tons gross: (pp)/..... (oa) × ×d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP = ... knots, coal ... tons (.....nm @ ...k): complement ...

Naval stores carrier: BINGERA

922 tons gross: 200¼ (pp)/207¼ (oa) × 34 × 13½d/13 feet: one shaft, Burmeister & Wain 6cyl (bore 500mm × 900mm stroke) BHP 780 = 9 knots, O.F. ... tonnes (.....nm @ ...k): one 4in, one 2pdr AA, six ·303in AA machine (6×1) guns: complement ...

Victualling stores carrier: WILCANNIA.

1,049 tons gross: 216½ (pp)/226 (oa) × 36¾ ×d/12¾ feet: one shaft, Burmeister & Wain 6cyl (bore 500mm × 900mm stroke) diesel engine BHP 780 = 11 knots, O.F. tons (.....nm @ 11k): one 4in, one 2pdr AA, six ·303in AA machine (6×1) guns: complement ...

Store ship: DEMETER.

Following heavy mine damage in 1940, which completely disabled the main machinery, this passenger/cargo ship was acquired as a store hulk. New aux-

iliary steam machinery for ship's services only was installed on a deck built over the main engines.

5,646 tons gross: 427 (pp)/440 (oa) $\times$ 56¼ $\times$ 30d/26¼ feet: two shafts, Götaverken 6cyl (bore 630mm $\times$ 960mm stroke) BHP 2,400 = 12 knots, O.F. tons (.....nm @ ...k): complement

Armament stores carriers: KINTERBURY, THROSK.

The *Kinterbury* was built as a replacement for the *Upnor*; and had a long hold for stowing major calibre naval guns, which in turn necessitated long derricks to plumb the fore end of the hatch. Both ships were later converted to oil firing.

Displacement: 1,488 tons (cargo d.w. 769 tons).

Dimensions: 185 (pp)/199½ (oa) $\times$ 33 $\times$ 14½d/13 feet.

Machinery: One SE cylindrical boiler (220lb/in²), one shaft, reciprocating (VTE cyl 15in:25in:40in $\times$ 24in stroke) IHP 900 = 11 knots.

Bunkers & radius: Coal 153 tons,nm @ 11k.

Armament: One 12pdr AA, four 20mm AA (4 $\times$ 1) guns.

Complement: 13.

Armament stores carrier: CHATENDEN.

322 tons gross: (pp)/137 (oa) $\times$ 24½ $\times$ d/9 feet: one shaft, Crossley ..cyl (bore ...in $\times$...in stroke) diesel engine BHP = 8 knots, O.F. 21 tons (3,300nm @ 8k): complement ...

Victualling stores issuing ships: (Victory type) FORT ALABAMA, FORT CONSTANTINE, FORT DUNVEGAN, FORT EDMONTON, FORT KILMAR, FORT McDONNELL, FORT PROVIDENCE, FORT WRANGELL. **Air stores issuing ship:** (Victory type) †FORT COLVILLE.

Victualling store ships: (Park/Victory type): †BUFFALO PARK, ††CORNISH PARK, †MONTEBELLO PARK, ††QUEENSBOROUGH PARK.

As completed these ships were mercantile-manned, but with a naval stores staff; and it was not until after the war that those retained in naval service were operated by the RFA. Except for the sole air stores ship, the remainder had 25 refrigerated chambers in the 'tween decks, with the lower holds available for non-perishable cargoes.

Displacement: 14,000 tons (cargo d.w. 10,300 tons).

Dimensions: 424½ (pp)/441½ except † 439½ (oa) $\times$ 57¼ $\times$ 37¼d/27¾ except † 27 feet.

Machinery: Two Babcock & Wilcox water-tube boilers (250lb/in²), one shaft, reciprocating (VTE cyl 24½in:37in:70in $\times$ 48in stroke IHP 2,500 = 11 knots.

Bunkers & radius: O.F. 1,600 tons, 11,400nm @ 10k.

Below: The small naval air stores carrier *Ripon* was armed with a 12pdr AA gun aft, and two 20mm AA (2 $\times$ 1) guns over the bridge. (J. Pollock)



Armament: One 4in. eight 20mm AA (8×1) guns.
Complement: *ca*250.

Victualling stores issuing ships: (Canadian type) FORT ROSALIE, FORT SANDUSKY, †FORT WAYNE

The above remarks also apply to these ships; which only differed in that they had a continuous bridge/boat deck, and their boilers were dual-fired as the bunkers comprised both oil fuel and coal.
Displacement: 14,000 tons (cargo d.w. 10,300 tons).
Dimensions: 424½ (pp)/441½ except † 440½ (oa) × 57¼ × 37¼d/27 except † 27¾ feet.
Machinery: Three SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 24½in:37in:70in × 48in stroke except † cyl 16in:26in:32in (2) × 24in stroke) IHP 2,500 = 11 knots.
Bunkers & radius: O.F. tons + coal tons,nm @ ...k.
Armament: One 4in, eight 20mm AA (8×1) guns.
Complement: *ca*250.

Creek steamers: W.1/10.

..... tons gross: 115 (pp)/..... (oa) × 26 × 6d/.... feet: one shaft.

Naval air stores carriers: BLACKBURN, RIPON, ROC, SEA FOX, SEA GLADIATOR, SEA HURRICANE, WALRUS.

This class had holds forward and aft, and a 12-ton and a 6-ton derricks were stepped from a tripod mast forward of the bridge. Their aircraft capacity was limited, even if cased; and their main role was in the carriage of air stores. All of the vessels completed were naval-manned, with the sole exception of the *Seafox* which was operated by the RFA; while the two cancelled units were both lengthened, and completed as single screw merchant ships.
Displacement: 990 tons.
Dimensions: 162 (pp)/172½ (oa) × 30 × 18d/10 feet.
Machinery: Two shaft, Crossley 8cyl (bore 10½in × 13½in stroke) BHP 960 = 10½ knots.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 17/12/35							
X.03	BACCHUS	Caledon (Dundee)	North-Eastern Marine (Sunderland)	.....	15. 7.36	 9.36	Mercantile <i>Pulau Bali</i> (1962); scrapped Singapore .././64.
Ordered .././98							
.....	UPNOR	Bow McLachlan (Paisley)	.....	.....98	30. 3.89	99	Sold Dashwood & Carter .././51.
Ordered .././02							
.....	BISON	Mordey Cairney (.....)	Mordey Cairney (.....)	92	1.11.92 1.11.02?	93	Mercantile <i>Parita</i> (1946).
Ordered .././..							
.....	CAIRNEY	Livingstone (Hull)	.....	.....	.....15	.....	Sold 26/2/47.
Purchased .././14							
.....	ISLEFORD	Ardrossan Shipbuilding	Ferguson (Port Glasgow) (1)	.....	.....13	13	Lost cause unknown off Wick ../1/42.

(1) Re-engined 1929.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././19							
.....	FORT LAVERNOCK	Colby (Lowestoft)	Campbell & Calderwood (Paisley)	.....	.....	..... 2.20	Armament store carrier JOHN EVELYN (1924), mercantile (name unchanged – 1946).
Purchased ../3/33							
X....	RELIANT <i>ex-London Importer</i>	Furness (Haverton Hill)	Richardson Westgarth (Middlesbrough)	.....	.....	.....12.23	Mercantile <i>Anthony G</i> (1946). <i>Firdausa</i> (1949); sold Pakistani shipbreaker .././63, arrived Pakistan .././63 for scrapping.

Bunkers & radius: O.F. 60 tons,nm @ ...k.
Armament: One 12pdr AA, two 20mm AA (2×1) guns.
Complement: ...

Armament stores carriers: ENFIELD, GATLING (ii), MAXIM, NORDENFELT, SNIDER.

This class was designed for Pacific operations to carry ammunition from ships offshore to the coastal areas, or small harbours; and had their bottoms strengthened so that they could beach if desired. As there was no requirement to carry large naval guns they were provided with two cargo holds. None was completed before the end of hostilities, but they nonetheless have proved useful small vessels.
Displacement: 604 tons (cargo d.w. 240 tons).
Dimensions: 134 (pp)/144½ (oa) × 25¼ × 10¾d/10½ feet.
Machinery: One SE cylindrical boiler (225lb/in²), one shaft, reciprocating (VTE cyl 9½in:16in:25in × 14in stroke) IHP 500 = 10½ knots.
Bunkers & radius: O.F. 60 tons, 1,764nm @ 10k.
Complement: 13.

Armament stores carriers: FLINTLOCK, MATCHLOCK.

187 tons gross: 103 (pp)/..... (oa) × 20¾ × 9d/.... feet: one shaft, Petters ..cyl (bore ...in × ...in stroke) diesel engine BHP 280 = 9 knots, O.F. ... tons (.....nm @ ...k): complement ...

Motor stores carriers: Nos.701/708.

Army stores carriers: Thirty-two unnamed.

603 tons (full load): (pp)/125 × 24 × 12½d/12 feet: two shafts, Ruston & Hornsby ...cyl (bore ...in × ...in stroke) diesel engines BHP 306 = 8½ knots, O.F. tons (1,000nm @ 7½k): guns; complement 10: wood hull.

Ordered .././37

.....	BEDENHAM	Ailsa (Troon)	Ailsa (Troon)	38	26. 9.38	38	Accidentally blown-up Gibraltar 27/4/51; wreck sold 24/6/52.
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Ordered .././37

.....	BOWSTRING	Scarr (Hessle)		38	27. 8.38	38	Sold H G Pounds .././80, arrived Portsmouth ../3/80 for scrapping.
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Ordered .././38

.....	BALLISTA	Yarwood (Northwich)		39	6.10.39	39	TRV (19...), mercantile (name unchanged – 1971); lost cause unknown Sound of Mull .././75.
.....	OBUS	-do-	-do-	39	2.11.39	40	Sold Mombasa 3/6/64.

Requisitioned .././39

.....	BINGERA	Denny (Dumbarton)	J Kincaid (Greenock)			 9.35	RAN; returned .././46.
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Requisitioned ../10/39

4.250	GLENEARN	Caledon (Dundee)	Burmeister & Wain (København)		29. 6.38		LSI(L) (1941).
4.196	GLENGYLE	-do-	Caledon (Dundee)	.....	18. 7.39	.....	LSI(L) (1941).
4.256	GLENROY	Scotts (Greenock)	Burmeister & Wain (København)	.....	15. 8.38	.....	LSI(L) (1941).

Requisitioned 7/11/39

Y1.3	BRECONSHIRE	Taikoo Docks (Hong Kong)	Taikoo Docks (Hong Kong)		2. 2. 39	 9.39	Bombed German aircraft Marsa Xlokk 26/3/42, salvaged 14/8/50 & beached Messina; sold Italian shipbreaker .././54, arrived San Marco .././54 for scrapping.
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Requisitioned .././40

.....	WYRALLAH	Burmeuster & Wain (København)	Burmeister & Wain (København)			34	RAN, WILCANNIA (1942); returned 4/7/47.
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Purchased ../6/41

.....	DEMETER ex-Buenos Aires	Götaverken (Göteborg)	Götaverken (Göteborg)		19	 2.20	Hulked (1941), ammunition hulk (1945); sold .././49.
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Ordered .././42

.....	KINTERBURY	Philip (Dartmouth)	Lobnitz (Renfrew)	42	19.11.42	 4.43	Sold British shipbreaker 30/8/78, arrived Sittingbourne ../11/78 for scrapping.
.....	THROSK	-do-	-do-	42	28. 9.43	12.43	Sold Clelands (Wallsend) 31/3/79 for mercantile conversion?

Ordered .././42

.....	CHATENDEN	Richards Ironworks (Great Yarmouth)	Crossley (Manchester)	43	14.10.43	44	Sold H G Pounds .././66, arrived Portsmouth .././66 for scrapping.
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Ordered .././43

Y1.61	FORT ALABAMA	Burrard (South Yard – Vancouver)	Canadian Allis-Chalmers (Montreal)		2. 5.44	22. 8.44	Mercantile <i>Gulfside</i> (1947), <i>Anthony</i> (1951), <i>Blue Marlin</i> (1964); sold
Y1.15	FORT COLVILLE	North Van Ship Repairs (Vancouver)	-do-	.....	.....43	19. 9.43	RN (1945), mercantile <i>Lake Kootenay</i> (1950), <i>Andros Cygnet</i> (1957), <i>Theoskepasti</i> (1957), <i>Marietta T</i> (1965); sold
Y1.20	FORT CONSTANTINE	Burrard (South Yard – Vancouver)	-do-	.....	11. 3.44	25. 4.44	RN (1949); sold German shipbreaker ../9/69, arrived Hamburg .././69 for scrapping.
Y1.19	FORT DUNVEGAN	-do-	-do-	.....	28. 2.44	14. 4.44	RN (1949); sold Taiwanese shipbreaker .././68, arrived Kaohsiung .././68 for scrapping.
Y1.75	FORT EDMONTON	-do-	-do-	.....	16. 5.44	13. 9.44	Mercantile <i>Federal Voyager</i> (1947); sold Japanese shipbreaker .././61, arrived Chiba .././61 for scrapping.
Y1.34	FORT KILMAR	-do-	Dominion Engineering (Montreal)	.....	2. 3.44	25. 5.44	Mercantile <i>Islandside</i> (1947), <i>Catherine MS</i> (1951); wrecked Tokyo Bay 10/2/64 & written-off as constructive total loss, scrapped
Y1.46	FORT McDONNELL	-do-	J Inglis (Toronto)	.....	18. 4.44	1. 8.44	Mercantile <i>Cliffside</i> (1947), <i>Cavodora</i> (1951), <i>Captain Lukis</i> (1952); sold
Y1.47	FORT PROVIDENCE	-do-	Canadian Allis-Chalmers (Montreal)	.....	6. 4.44	8. 7.44	Mercantile <i>Eastwater</i> (1948), <i>Duneside</i> (1952), <i>Mar Libero</i> (1952), <i>Dugi Otok</i> (1959); sold
.....	FORT WRANGELL	-do-	General Machinery (Hamilton)	.....	4. 9.44	22.12.44	Mercantile <i>Eastwave</i> (1948), <i>Lagoonside</i> (1952), <i>Lagos Ontario</i> (1952); sold

Ordered .././43

X.142	FORT ROSALIE	United Shipyards (Montreal)	Dominion Engineering (Montreal)	29. 8.44	18.11.44	7. 7.45	RN (1947); sold Spanish shipbreaker .././73, arrived Castellon ../3/73 for scrapping.
.....	FORT SANDUSKY	-do-	-do-	11. 9.44	25.11.44	1. 8.45	RN (1949); sold Spanish shipbreaker .././73, arrived Castellon ../3/73 for scrapping.
.....	FORT WAYNE	-do-	-do-	19. 9.44	2.12.44	1. 9.45	Mercantile <i>Angusdale</i> (1950), <i>Cape Adam</i> (1954), <i>Andora</i> (1956); grounded St Lawrence Seaway .././59, sold Italian shipbreaker, arrived Savona ../7/59 for scrapping

Ordered .././43						
.....	FORT GRAND RAPIDS	West Coast Ship-builders (Vancouver)	Canadian Allis-Chalmers (Montreal)	.....	29.10.44	CORNISH PARK (1944), RCN FORT BEAUHARNOIS (1945), RN (1948); sold Italian shipbreakers .././63, arrived La Spezia .././63 for scrapping.
X.141	QUEENSBOROUGH PARK	-do-	-do-	.....	25.11.44	RCN FORT DUQUESNE (1945), RN (1947); sold Jos Boel ../5/67, arrived Tamise 29/6/67 for scrapping.
.....	BUFFALO PARK	North Van Ship Repair (Vancouver)	J Inglis (Toronto)	.....	5. 4.44	RN FORT CHARLOTTE (1945); sold Singaporean shipbreaker .././68, arrived Singapore .././68.
Ordered .././43						
.....	MONTEBELLO PARK	Victoria Machinery Depot	Canadian Allis-Chalmers (Montreal)	.....	18. 5.45	RN FORT LANGLEY (1954); sold Spanish shipbreaker .././70, arrived Bilbao ../7/70 for scrapping.
Ordered .././..						
.....	W.1	.....	.....	.....	.....	
.....	W.2	.....	.....	.....	.....	
.....	W.3	.....	.....	.....	.....	
.....	W.4	.....	.....	.....	.....	
.....	W.5	Hooghly Docking (Howrah)	.....	2. 3.45	11. 9.45	
.....	W.6	-do-	.....	27. 7.45	7.11.45	
.....	W.7	.....	.....	.....	.....	
.....	W.8	.....	.....	.....	.....	
.....	W.9	Hooghly Docking (Howrah)	.....	25. 8.45	28.12.45	
.....	W.10	-do-	.....	23.10.45	46	Completed Rangoon.
Ordered 7/2/43						
F.106	RIPON	J Pollock (Faversham)	Crossley (Manchester)	.....	15. 3.45	45 Sold 25/2/59.
F.114	SEAFOX	-do-	-do-	.....	16. 5.46	11.46 Sold ../12/58.
Ordered 24/12/43						
F....	SEA GLADIATOR	J Pollock (Faversham)	Crossley (Manchester)	.....	24. 9.49	 Cancelled 9/5/47 & completed mercantile <i>Golden Lynx</i> (1949), <i>Springwood</i> (1951), <i>Leafoam</i> (1953).
F....	SEA HURRICANE	-do-	-do-	.....	18.12.48	 Cancelled 9/5/47 & completed mercantile <i>Goldenhind</i> (1949), <i>Purple Emperor</i> (1951), <i>Towai</i> (1955).
Ordered 1/6/44						
F.113	BLACKBURN	Blyth Dry Dock	Whites Marine Engineering (Hebburn)	.....	4. 2.46	 RNVR drillship (Clyde – 1950).
F.122	ROC	-do-	-do-	.....	28. 3.45	 Mercantile (1959).
F.116	WALRUS	-do-	-do-	.....	28. 5.45	 SKUA (1953), mercantile <i>Sergen</i> (1952).
Ordered ../10/44						
.....	ENFIELD	Lobnitz (Renfrew)	Lobnitz (Renfrew)	.....	5. 9.45	45 Sold T W Ward 23/9/69, arrived Inverkeithing .././69 for scrapping.
.....	GATLING	-do-	-do-	.....	9. 7.45	25.10.45 Sold H G Pounds 22/9/69, arrived Portsmouth .././69 for scrapping.
.....	MAXIM	-do-	-do-	.....	6. 8.45	45 Sold T W Ward 15/11/77, arrived ..... ../77 for scrapping.
.....	NORDENFELT	-do-	-do-	.....	30.11.45	 3.46 Sold 11/2/72, arrived Pembroke Dock .././72 for scrapping.
.....	SNIDER	-do-	-do-	.....	16.11.45	46 Sold .././64.
Ordered .././..						
.....	FLINTLOCK	Philip (Dartmouth)	Petters (Longborough)	.....	.....46	46 Sold
.....	MATCHLOCK	-do-	-do-	.....	.....46	46 Sold T W Ward .././73, arrived Briton Ferry .././73 for scrapping.
Requisitioned 26/8/39						
.....	BORDER KING	.....	.....	.....	.....14	Harbour service (19...).
Requisitioned 5/9/39						
.....	LORD CURZON	.....	.....	.....	.....17	Returned 26/2/46.
Requisitioned ../12/39						
.....	COOLEBAR ex-Himatang, ex-Coolebar	Ardrossan Dry Dock (Glasgow)	Dunsmuir & Jackson (Glasgow)	.....	.....11	RAN; returned .././46.
Requisitioned 7/12/39						
.....	FRAGRANT	.....	.....	.....	.....08	Harbour service (1941).
.....	HONEYDEW (i)	.....	.....	.....	.....11	Returned 27/9/46.
Requisitioned 21/12/39						
.....	NORTHERN SCOT	.....	.....	.....	.....11	Harbour service (19...).
Requisitioned .././40						
.....	BOMBO	.....	.....	.....	.....30	RAN, returned .././46.
Requisitioned .././45						
.....	MELINGA	.....	.....	.....	.....28	RAN; returned .././46.

Auxiliary Stores Ships

Mercantile conversion: BUNGAREE.

See under auxiliary minelayers for details.

Mercantile conversion: MATAFELE.

335 tons gross: 115½ (pp)/122¼ (oa) × 25½ × 11½d/10¾ feet: two shafts, 4cyl (bore 220mm × 360mm stroke) diesel engine BHP 1,080 = 10 knots, O.F. tons (.....nm @ ...k): one 12pdr AA gun: complement 37.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ..12/39					
.....	COOLEBAR ex-Himatang, ex-Coolebar	Ardrossan Dry Dock (Glasgow)	Dunsmuir & Jackson (Glasgow)	11	RAN; returned .././46.
Requisitioned ..10/40					
.....	BUNGAREE	Caledon (Dundee)	J Kincaid (Greenock)	 5.37	RAN, returned 5/11/47.
MF	MATAFELE	Hong Kong & Whampoa Dock	Hong Kong & Whampoa Dock	11.38	RAN; torpedoed IJN submarine Coral Sea 20/6/44.
Requisitioned 22/5/42					
.....	PO YANG	Taikoo Dock & Engineering (Hong Kong)	Taikoo Dock & Engineering Engineering (Hong Kong)	41	RAN; returned ../11/45.
Requisitioned ../9/44					
.....	YUNNAN	Scotts (Greenock)	Scotts (Greenock)	34	RAN; returned ../1/46.

Oil Tankers

Mercantile conversion: DELPHINULA, LUCIGEN.

10,500 tons: 388 (pp)/..... (oa) × 50½ × 30¾d/25 feet: four SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 26in:43in:72in × 48in stroke) IHP 3,000 = 10 knots, O.F. tons (.....nm @ ...k): complement ...

“Thermol” class: MIXOL, †THERMOL.

Displacement: 4,326 except † 4,145 tons.
Dimensions: 270 (pp)/..... (oa) × 38½ × 23¼d/.... (21 full load) feet.
Machinery: Two SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 20in:33in:54in except † 53in × 36in stroke) IHP 1,200 = 11 knots.
Bunkers & radius: O.F. 150 tons,nm @ ...k.
Complement: ...

“Creosol” class: †BIRCHOL, †BOXOL, DISTOL, EBONOL, ‡ELDEROL, ‡ELMOL, ¶HICKOROL, *KIMMEROL, §LARCHOL, §LIMOL, PHILOL, SCOTOL, *VISCOL.

Displacement: 2,365 tons (cargo d.w. 1,070 tons).
Dimensions: 210 (pp)/220 (oa) × 34¾ × 16½d/12 (13¾ full load) feet.
Machinery: Two SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 16in:26in:43in × 27in stroke except * cyl 15in:25in:40in × 27in stroke † cyl 15½in:25½in:41½in × 27in stroke ‡ cyl 13½in:22in:43in × 36in stroke ¶ cyl 15in:25½in:41in × 30in stroke § cyl 15in:25in:40in × 30in stroke) IHP 700 = 9½ knots.
Bunkers & radius: O.F. 105 tons, 1,900nm @ 9½k.
Complement: 19.

Mercantile conversion: PO YANG.

2,873 tons gross: 299¾ (pp)/308 (oa) × 44¼ × 25d/17¾ feet: two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 20in:32in:53in × 39in stroke) IHP 1,500 = 12 knots, O.F. tons (.....nm @ ...k): one 12pdr AA, four 20mm AA (4×1) guns : complement

“Belgol” class: †BELGOL, CELEROL, FORTOL, ‡FRANCOL, MONTENOL, PRESTOL, RAPIDOL, *SERBOL, ¶SLAVOL.

Displacement: 5,050/5,620 tons (cargo d.w. 2,150 tons + 5,000 gallons L.O.).
Dimensions: 320 (pp)/335 except ¶ 342½ (oa) × 41½ × 25½d/.... (22½ full load) feet.
Machinery: Three SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 26in:42½in:70in × 45in stroke except † 26in:43½in:72in × 48in stroke ‡ cyl 26½in:45in:76in × 45in stroke * cyl 26½in:43½in:74¼in × 45in stroke) IHP 3,375 = 14 knots.
Bunkers & radius: O.F. 320 tons,nm @ ...k.
Complement: 42.

“War” class: (first group) WAR BAHADUR, WAR DIWAN, WAR NAWAB, WAR NIZAM, WAR †PATHAN, WAR SEPOY. (second group) WAR AFRIDI, WAR BHARATA, WAR BRAMHIN, WAR HINDOO, †WAR MEHTAR, WAR KRISHNA, WAR PINDARI, †WAR SIRDAR, †‡WAR SUDRA. **Requisitioned:** ATHEL-STANE, MARIT.

Hull adapted from war standard cargo ship, and consequently the bridge, accommodation, and machinery were all amidships except with the *War Krishna* which had the machinery aft. The first group had five oil tanks, which were increased to seven tanks in the second group owing to the provision of extra bulkheads to strengthen the hull. In addition, both groups had a cargo hold forward and aft. They were, nonetheless, prone to leak oil; but they were good seaboats able to maintain speed in adverse weather conditions. Another 19 units of the same design were completed as mercantile

tankers; and between the wars seven were sold-out commercially by the Royal Navy, of which two were requisitioned during the Second World War.

Displacement: (first group) 11,660 tons, (second group) 11,681 tons.

Dimensions: 400¼ (pp)/410 except ‡ 409¾ (oa) × 52¼ except † 52½ × 31d/25½ feet.

Machinery: Three SE cylindrical boilers, one shaft, reciprocating (VTE cyl 27in:44in:73in × 48in stroke) IHP 3,000 = 10 knots.

Bunkers & radius: O.F. tons,nm @ ...k.

Complement: ...

Mercantile conversion: OLWEN.

13,090 tons (cargo d.w. 8,000 tons): 419¾ (pp)/..... (oa) × 54¼ × 32¾d/27 feet: three SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 28in:46in:76in × 51in stroke) IHP 3,150 = 10 knots, O.F. tons (.....nm @ ...k): complement ...

Mercantile conversions: †OLCADES, OLIGARCH, ‡OLYNTHUS.

15,003 except † 15,030 tons (cargo d.w. 9,000 tons): 430 (pp)/..... (oa) × 57 × 33½d/27¼ feet: three SE cylindrical boilers (190lb/in² except ‡ 180lb/in²), one shaft, reciprocating (VTE cyl 27in:45in:75in × 54in stroke) IHP 3,200 = 11 knots, O.F. tons (.....nm @ ...k): complement ...

Mercantile conversion: NUCULA.

4,614 tons gross: 370 (pp)/..... (oa) × 48½ × 28½d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP = 10 knots, O.F. tons (.....nm @ ...k): complement ...

“Ranger” class: (first group) BLACK RANGER, BLUE RANGER, BROWN RANGER.

Displacement: ca4,750 tons.

Dimensions: 349½ (pp)/365¾ (oa) × 47 × 22½d/.... (20¼ full load) feet.

Machinery: One shaft, Burmeister & Wain 6cyl (bore 740mm × 1,500mm stroke) diesel engine BHP 2,700 = 12 knots.

Bunkers & radius: O.F..... tons (.....nm @ ...k).

Armament: One 4in, two 20mm AA (2×1) guns.

Complement: ...

“Ranger” class: (second group) GOLD RANGER, GRAY RANGER, GREEN RANGER.

Displacement: ca4,750 tons.

Dimensions: 339¾ (pp)/355¼ (oa) × 48¼ × 22½/.... (20¼ full load) feet.

Machinery: One shaft, Doxford 4cyl (bore 590mm × 2,170mm stroke) diesel engine BHP 3,000 = 12 knots.

Bunkers & radius: O.F. tons,nm @ ...k.

Armament: One 4in, one 12pdr AA, two 20mm AA (2×1) guns.

Complement: ...

“-dale” class: (first group) ABBEYDALE, †ALDERSDALE, ARNDALE, ‡BISHOPSDALE, *BOARDALE, *BROOMDALE.

As there was some concern with the age of the ships in the RFA fleet, these six mercantile units were purchased while building from British Tankers, and at the time the design reflected the commercial state of the art. Dimensions varied slightly according to builder.

Displacement: 17,210 except † 17,231 ‡ 17,357 * 17,388 tons (cargo d.w. 11,650 tons).

Dimensions: 466¼ (pp)/481½ (oa) × 62 × 34d/27½ feet except † 467 (pp)/

482½ × 62 × 34d/27½ feet ‡ 467½ (pp)/481½ (oa) × 61¾ × 34d/27½ feet * 467¾ (pp)/483 (oa) × 61¾ × 34d/27½ feet.

Machinery: One shaft, Doxford 4cyl (bore 590mm × 2,170mm stroke) BHP 3,000 except last three Burmeister & Wain 6cyl (bore 740mm × 1,500mm stroke) BHP 2,700 = 11½ knots.

Bunkers & radius: O.F. 880 tons,nm @ ...k.

Complement: 40.

“-dale” class: (second group) CAIRNDALE, †CEDARDALE.

For comparative purposes with the above two Shell tankers under construction were also purchased, with the object of drafting a standard design embracing their best features. In addition, the fore hold was fitted with two tanks for lube oil; and two of the main cargo tanks were blanked off from the main pump line for the stowage of 1,000 tons of petrol.

Displacement: 17,000 tons (cargo d.w. 11,916 tons + 75 tons L.O.)

Dimensions: 465½ (pp)/483 (oa) × 59½ × 34d/27½ except † 461 (pp)/482¾ (oa) × 59½ × 34d/27½ feet.

Machinery: One shaft, Burmeister & Wain 8cyl (bore 650mm × 1,400mm stroke) BHP 3,600 = 13 knots.

Bunkers & radius: O.F. 750 tons, 16,400nm @ 11½ knots.

Complement: 40.

Mercantile conversion: AASE MAERSK.

6,184 tons gross: 407 (pp)/..... (oa) × 54¾ × 32¼d/26¾ feet: one shaft, Burmeister & Wain 6cyl (bore 740mm × 1,500mm stroke) diesel engine BHP 1,710 = 11 knots, oil fuel tons (.....nm @ ...k): one 4in. one 12pdr AA, four 303in AA machine (4×1) guns: complement ...

“-dale” class: (third group) DARKDALE, DENBYDALE, DERWENTDALE, DEWDALE, DINGLEDALE, DINSDALE, EAGLESDALE, EASEDALE, ECHODALE, ENNERDALE, EPPINGDALE.

Darkdale Blythwood Shell 12-12-12 design

Denbydale Blythwood Kincaid/B&W ex-*Empire Jet*

Derwentdale H&W 465.6/483 × 59.5 × 34/27.5 completed as LSG H&W/B&W

Dewdale Laird 465.3/483.3 × 59.3 × 34/27.5 completed as LSG H&W/B&W 8cyl

Echodale Hawthorn 465.3/483.3 × 59.3 × 34/27.5 Hawthorn/B&W 8cyl 650 × 1400 BHP 3600

Ennerdale SHWR 468.4/483.1 × 59.4 × 34/27.5 VTE comp LSG 3 SE (220) 26½:44:73 × 48 IHP 2700

Dingledale H&W 465.3/479.4 × 61.3 × 33.3d/27 H&W/B&W 8cyl

Dinsdale H&W H&W/B&W 8cyl

Eaglesdale Furness 463.5/479 × 61.3 × 33.3/27.1 VTE Rich. West.

Easedale Furness 463.5/479 × 61.3 × 33.3/27.1 VTE Rich. West.

Eppingdale Not taken over ex-*Empire Gold*

Mercantile conversion: DANMARK.

10,517 tons gross: 490¾ (pp)/..... (oa) × 67¾ × 37¾d/29¼ feet: two shafts, Burmeister & Wain 6cyl (bore 630mm × 1,300mm stroke) diesel engines BHP 2,460 = 11 knots, O.F. tons (.....nm @ ...k): complement ...

Mercantile conversions: OLN A (ii), OLEANDER (ii).

Purchased for service in the Pacific, these ships were fitted for replenishment at sea, and were to be naval-manned. The petrol tanks forward were protected by deck armour; and their larger size reflected the increased support required in forward areas. The turbo-electric propulsion was a novel

feature of the mercantile design, and was the preferred alternative for higher speed, as at the time the power requirement could only be met by a multiple diesel engine installation. The *Oleander* never entered naval service owing to the termination of hostilities; while the *Olna* was transferred to the Royal Fleet Auxiliary service with a reduced crew of 77 persons.

Displacement: 25,096 tons (full load).

Dimensions: 561¾ (pp)/583½ (oa) × 70¼ × 40½d/.... (31¾ full load) feet.

Machinery: Three Babcock & Wilcox water-tube boilers (450lb/in²), one shaft, Metrovick turbines, BTH generator/BTH electric motor SHP/kW/SHP 13,000/8,725/11,700 = 17 knots.

Bunkers & radius: O.F. 2,130 tons,nm @ ...k.

Armament: One 4in, four 40mm AA (4×1), eight 20mm AA (8×1) guns.

Complement: 300.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././15							
X.43	MIXOL	Caledon (Dundee)	Caledon (Dundee)	.....	17. 6.16	10.16	Mercantile <i>Whitebrook</i> (1948), <i>Irene M</i> (1951); sold Belgian shipbreaker .././52, arrived Antwerp 27/12/52 for scrapping.
X.71	THERMOL	Greenock & Grange-mouth Dockyard (Greenock)	J Kincaid (Greenock)	.....	29. 4.16	 8.16	Mercantile <i>Brocadale H</i> 1947), <i>Julia C</i> (1948); sold Salvatore Pucciardi .././54, arrived Savona 22/7/54 for scrapping.
Ordered .././15							
X.20	DISTOL	Dobson (Newcastle)	North-Eastern Marine (Wallsend)	.....	3. 3.16	 7.16	Mercantile <i>Akhawi</i> (1948); sold Indian shipbreaker .././54, arrived Bombay ../1/55 for scrapping.
X.53	PHIOL	Tyne Iron Shipbuilding (Willington Quay)	-do-	.....	5. 4.16	 8.16	Hulked (1956); scrapped Belgium .././67.
X.61	SCOTOL	-do-	J Dickinson (Sunderland)	.....	23. 6.16	11.16	Mercantile <i>Hemsley I</i> (1947); wrecked Porthconan 12/5/69 en route Belgium for scrapping.
X.75	VISCOL	Craig Taylor (Stockton)	McKie & Baxter (Govan)	.....	2.12.16	 8.16	Mercantile (name unchanged – 1948), <i>Frecciamare</i> (1950); sold
Ordered .././16							
X.07	BIRCHOL	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	.....	16. 6.17	12. 9.17	Wrecked Hebrides 29/11/39.
X.10	BOXOL	-do-	-do-	.....	12. 7.17	27. 9.17	Mercantile <i>Portnall</i> (1948), RN BOXOL (1952); sold E Rees .././59, arrived Llanelli 2/9/59 for scrapping.
X.22	EBONOL	Clyde Shipbuilding (Port Glasgow)	Clyde Shipbuilding (Port Glasgow)	.....	16.10.17	12.12.17	Scuttled Hong Kong 20/12/41, salvaged and mercantile <i>Enoshima Maru</i> (1942), <i>Ebonol</i> (1945); mined off Hong Kong 24/5/50.
X.27	ELDEROL	Swan Hunter & Wig-ham Richardson (Wallsend)	Swan Hunter & Wig-ham Richardson (Wallsend)	.....	10. 5.17	23. 6.17	Sold E Rees .././59, arrived Llanelli 1/9/59 for scrapping.
X.23	ELMOL	-do-	-do-	.....	23. 7.17	27. 8.17	Mercantile <i>AGW VII</i> (1961); sold
X.29	HICKOROL	A McMillan (Dumbarton)	J Kincaid (Greenock)	.....	30.11.17	 3.18	Mercantile <i>Helmsley II</i> (1948), <i>Grammas</i> (1950), <i>Ardenso</i> (1956), <i>Pannesi</i> (1957); sold
X.35	KIMMEROL	Craig Taylor (Stockton)	MacKie & Baxter (Govan)	.....	5. 4.16	10.16	Mercantile <i>Lanka Bahu</i> (1949), <i>Temena</i> (1951); scrapped 1954.
X.37	LARCHOL	Lobnitz (Renfrew)	Lobnitz (Renfrew)	.....	19. 6.17	9. 8.17	Sold Van den Busche .././59, arrived Antwerp 23/8/59 for scrapping.
X.38	LIMOL	-do-	-do-	.....	18.10.17	18.12.17	Sold T W Ward .././59, arrived Inverkeithing 23/8/59 for scrapping.
Purchased .././15							
.....	DELPHINULA ex-Buyo Maru	Armstrongs (Walker)	North-Eastern Marine (Wallsend)	.....	.....	..... 2.08	Hulked (1936); sold Spanish shipbreaker 8/11/46, arrived Pasajes 13/9/47 for scrapping.
Purchased ../9/39							
.....	LUCIGEN	Armstrongs (Walker)	North-Eastern Marine (Wallsend)	.....	.....	..... 2.09	Expended as gunfire target off Lagos .././46.
Ordered .././16							
X.64	KURUMBA	Swan Hunter & Wig-ham Richardson (Wallsend)	Swan Hunter & Wig-ham Richardson (Wallsend)	.....	4. 9.16	7.12.16	RAN (1920), mercantile <i>Angeliki</i> (1948), <i>Evangelos</i> (1955); sold Spanish shipbreaker .././66, arrived Castellon 28/1/66 for scrapping.
Ordered .././16							
X.01	APPLELEAF ex- <i>Texol</i>	Workman Clark (Belfast)	Workman Clark (Belfast)	.....	.....11.16	 2.17	Sold Arnott Young .././47, arrived Dalmuir 15/12/47 for scrapping.
X.05	BRAMBLELEAF ex- <i>Rumol</i>	Russell (Port Glasgow)	D Rowan (Glasgow)	.....	28.12.16	 4.17	Beached Malta ../6/42 following damage; sold Italian shipbreaker .././53, arrived La Spezia 3/4/53 for scrapping.
X.17	CHERRYLEAF ex- <i>Persol</i>	Raylton Dixon (Middlesbrough)	Richardson West-garth (Middlesbrough)	.....	9.11.16	 4.17	Mercantile <i>Alan Clore</i> (1947); sold Arnott Young .././50, arrived Dalmuir .././50.
X.40	ORANGELEAF ex- <i>Bornol</i>	Thompson (Sunderland)	G Clark (Sunderland)	.....	26.10.17	 4.17	Sold T W Ward .././47, arrived Briton Ferry 26/1/48 for scrapping.
X.56	PEARLEAF ex- <i>Gypol</i>	W Gray (West Hartlepool)	Central Marine Engineering (West Hartlepool)	.....	12. 9.16	20. 3.17	Sold Hughes Bolckow .././47, arrived Blyth 23/12/47 for scrapping.

X.54	PLUMLEAF ex- <i>Trinol</i>	Swan Hunter & Wig- ham Richardson (Wallsend)	Swan Hunter & Wig- ham Richardson (Wallsend)	.....	4. 8.16	11. 3.17	Bombed Italian aircraft Malta 26/3/42 & hulked, salved 28/8/47, sold Italian shipbreaker ..../47, arrived Sicily ..../47 for scrapping.
Ordered ..../16							
X.06	BELGOL	Irvine (West Hartle- pool)	Richardson West- garth (West Hartle- pool)	.....	23. 4.17	19.10.17	Sold Shipbreaking Industries ..../58, arrived Inverkeithing 22/6/58 for scrapping.
X.16	CELEROL	Short (Sunderland)	G Clark (Sunderland)	.....	23. 3.17	10. 9.17	Sold MacLellan 9/7/58, arrived Bo'ness 17/7/58 for scrapping.
X.26	FORTOL	A McMillan (Dum- barton)	D Rowan (Glasgow)	.....	21. 5.17	31. 8.17	Sold Metal Industries ..../6/58, arrived Rosyth 6/8/58 for scrapping.
X.27	FRANCOL	Earle (Hull)	Earle (Hull)	.....	18.10.17	18.12.17	Gunfire IJN surface forces 300 miles south of Java 3/3/42.
X.45	MONTENOL	W Gray (West Hart- lepool)	General Marine Eng- ineering (West Hart- lepool)	.....	5. 7.17	20.11.17	Torpedoed German submarine U.... North Atlantic 21/5/42 & scuttled.
X.55	PRESTOL	Napier & Miller (Glasgow)	J Kincaid (Greenock)	.....	4. 9.17	14.12.17	Sold J A White ..../58, arrived St David's Harbour 8/6/58 for scrapping.
X.58	RAPIDOL	W Gray (West Hart- lepool)	Central Marine Eng- ineering (West Hart- lepool)	.....	23. 4.17	25. 8.117	Mercantile <i>Louise Moller</i> (1948), <i>Mount Cameron</i> (1951); sold British shipbreaker ..../55, arrived Hong Kong ..../55 for scrapping.
X.62	SERBOL	Caledon (Dundee)	Caledon (Dundee)	.....	7. 7.17	 3.18	Sold Hughes Bolckow ..../58, arrived Blyth 30/6/58 for scrapping.
X.....	SLAVOL	Greenock & Grange- mouth Dockyard (Greenock)	Richardson West- garth (Sunderland)	.....	21. 4.17	16. 2.18	Torpedoed German submarine U.205 off Tobruk 26/3/42.
Purchased ..../16							
.....	RUTHENIA ex- <i>Lake Champ- lain</i>	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	.....	31. 3.00	 5.00	Hulked Singapore (1931), captured & mercantile <i>Choran Maru</i> (1942); sold Arnott Young ..../49, arrived Dalmuir 18/6/49 for scrapping.
Ordered ..../18							
X.90	WAR AFRIDI	Duncan (Port Glas- gow)	Rankin & Blackmore (Greenock)	.....	11.11.19	 1.20	Hulked (1949); sold Chien Dah ..../58, arrived Hong Kong ..../58 for scrapping.
X....	WAR BAHADUR	Armstrong- Whitworth (Walker) (Wallsend)	North-Eastern Mar- ine Engineering	.....	4.11.18	12.18	Hulked (1939); sold Hughes Bolckow ..../46, arrived Blyth ..../9/46 for scrapping.
X.89	WAR BHARATA	Palmers (Jarrow)	Palmers (Jarrow)	.....	..... 6.19	 3.20	Mercantile <i>Wolf Rock</i> (1947); sold West of Scotland Shipbreaking ..../53, arrived Troon 15/5/53 for scrapping.
X.91	WAR BRAHMIN	Lithgows (Port Glas- gow)	D Rowan (Glasgow)	.....	28.11.19	 2.20	Mercantile <i>Olterra</i> (1959); sold Italian shipbreaker ..../60, arrived La Spezia 5/2/60 for scrapping.
X.86	WARDIWAN	-do-	-do-	.....	28. 6.19	22. 8.19	Mined Schelde estuary 16/12/44.
X.87	WAR HINDOO	W Hamilton (Port Glasgow)	-do-	.....	..... 4.19	10.19	Hulked (1949); sold Hughes Bolckow ..../58, arrived Blyth 9/5/58 for scrapping.
X.88	WAR KRISHNA	Swan Hunter & Wig- ham Richardson (Wallsend)	Swan Hunter & Wig- ham Richardson (Wallsend)	.....	..... 5.19	11.19	Hulked (1946); sold Pakistani shipbreaker ..../49, arrived Karachi ..../49 for scrapping.
X.93	WAR MEHTA	Armstrong- Whitworth (Walker)	Palmers (Jarrow)	.....	..... 4.19	2. 3. 20	Torpedoed German MTB S.104 off Yarmouth 20/11/41.
X....	WARNAWAB	Palmers (Jarrow)	Palmers (Jarrow)	.....	13. 6.19	 8.19	Hulked (1939); sold West of Scotland Shipbreaking ..../58, arrived Troon 26/7/58 for scrapping.
X.81	WAR NIZAM	-do-	-do-	.....	..... 8.18	10.18	Mercantile <i>Basinghall</i> (1946); sold Belgian shipbreaker ..../50, arrived Belgium ..../50 for scrapping.
X.84	WAR PATHAN	J Laing (Sunderland)	G Clark (Sunderland)	.....	19. 3.19	 5.19	Mercantile <i>Basingbank</i> (1946); sold Belgian shipbreaker ..../49, arrived Antwerp ..../49 for scrapping.
X.94	WAR PINDARI	Lithgows (Port Glas- gow)	D Rowan (Glasgow)	.....	29.12.19	 3.20	Mercantile <i>Deepdale H</i> (1946), <i>Carignano</i> (1952); sold Hughes Bolckow ..../54, arrived Blyth 4/2/54 for scrapping.
X.83	WAR SEPOY	W Gray (West Hart- lepool)	Central Marine En- gineering (West Hart- lepool)	.....	5.12.18	6. 2.19	Bombed German aircraft Dover 27/7/40 & written-off as constructive total loss, expended as blockship Dover 7/9/40.
X....	WAR SIRDAR	J Laing (Sunderland)	G Clark (Sunderland)	.....	6.12.19	 2.20	Beached near Batavia 28/2/42, salved & mercantile <i>Hunan Maru</i> (1942); torpedoed USN submarine CUBMARTIN off Saigon 28/3/45.
X.95	WAR SUDRA	Palmers (Jarrow)	Palmers (Jarrow)	.....	..... 5.19	 5.20	Hulked (1946), mercantile (name unchanged – 1948), <i>Germaine</i> (1951); sold Dutch shipbreaker ..../54, arrived Hendrik-Ibo-Ambacht ..../54 for scrapping.
Chartered ..../39							
.....	ATHELSTANE ex- <i>Hird</i> , ex- <i>Athelfoam</i> , ex- <i>Caprella</i> , ex- <i>War Ghurka</i>	Irvine (West Hart- lepool)	Richardson West- garth (West Hartle- pool)	.....	.....19	12.19	Bombed IJN carrier aircraft east of Trincomalee 9/4/42.

.....	MARIT ex-Crenatula, ex- War Subadar	W Gray (West Hart- lepool)	Central Marine En- gineering (West Hart- lepool)	.....	26. 6.18	29. 8.18	Torpedoed Italian submarine off Benghazi 4/10/43.
Purchased .././18							
X.18	BRITISH BEACON	Workman Clark (Bel- fast)	Workman Clark (Bel- fast)	.....	.....18	10.18	OLCADES (1936); sold Hughes Bolckow .././53, arrived Blyth 19/4/53 for scrapping.
Ordered .././20							
X.46	OLEANDER	Pembroke Dockyard	Chatham Dockyard	1.12.20	26. 4.22	10.22	Bombed German aircraft Harstead Bay 8/6/40.
X.47	OLNA	Devonport Dockyard	Devonport Dockyard	14. 6.20	21. 6.21	10.10.21	Bombed German aircraft off Crete 18/5/41.
Purchased .././22							
X.12	BRITISH LAN- TERN	Workman Clark (Bel- fast)	Workman Clark (Bel- fast)	.....	.....18	 8.18	OLIGARCH (1937); scuttled Red Sea 14/4/46.
X.11	BRITISH STAR	Swan Hunter & Wig- ham Richardson (Wallsend)	Swan Hunter & Wig- ham Richardson (Wallsend)	.....	.....17	 3.18	OLYNTUS (1937), mercantile <i>Pensylvania</i> (1947); sold Italian shipbreaker .././60, arrived Italy .././60 for scrapping.
X.09	BRITISH LIGHT	Palmers (Jarrow)	Palmers (Jarrow)	.....	.....17	12.17	OLWEN (1937), mercantile <i>Mushtari</i> (1949); sold Pakistani shipbreaker .././59.
Purchased ../6/22							
X....	NUCULA ex-Soyo Maru, ex-Hermione	Armstrongs (Walker)	Wallsend Slipway	.....	.....	.....06	RNZN (1924), hulked (1936); sold
Purchased .././37							
X.32	ABBEYDALE	Swan Hunter & Wig- ham Richardson (Wallsend)	Doxford (Sunder- land)	.....	28.12.36	 3.37	Sold T W Ward .././60, arrived Barrow 4/9/60 for scrapping.
X.34	ALDERSDALE	Cammell Laird (Birk- enhead)	-do-	.....	7. 7.37	17. 9.37	Bombed German aircraft Barents Sea 5/7/42.
X.33	ARNDALE	Swan Hunter & Wig- ham Richardson (Wallsend)	-do-	.....	5. 8.37	 9.37	Sold Belgian shipbreaker .././60, arrived Antwerp 12/4/60 for scrapping.
X.66	BISHOPSDALE	Lithgows (Port Glas- gow)	J Kincaid (Greenock)	.....	31. 3.37	 6.37	Sold Spanish shipbreaker 28/1/70, arrived Bilbao .././70 for scrapping.
X.67	BOARDALE	Harland & Wolff (Govan)	Harland & Wolff (Govan)	.....	22. 4.37	7. 7.37	Foundered after grounding Assund Fjord 30/4/40.
X.68	BROOMDALE	-do-	-do-	.....	2. 9.37	11.37	Sold Belgian shipbreaker .././59, arrived Bruges 2/1/60 for scrapping.
Purchased .././38							
X.36	CAIRNDALE ex-Erato	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	.....	25.10.38	26. 1.39	Torpedoed Italian submarine GUGLIELMO MARCONI west of Gibraltar 30/5/41.
X.80	CEDARDALE	Blythwood Ship- building (Scotstoun)	J Kincaid (Greenock)	38	25. 3.39	25. 5.39	Sold British shipbreaker ../1/60, arrived Hong Kong .././60 for scrapping.
Purchased ../9/39							
.....	SCOTTISH AMERICAN	Laing (Sunderland)	G Clark (Sunderland)	.....	.....	.....20	Retroceded .././47.
.....	BRITISH LADY	Thompson (Sunder- land)	Metropolitan Vickers (Manchester)	.....	.....	..... 2.23	Scrapped .././46.
Ordered .././39							
X.48	BLACK RANGER	Harland & Wolff (Govan)	Harland & Wolff (Govan)	12.10.39	22. 8.40	28. 1.41	Mercantile <i>Petrola XIV</i> (1973); sold
X.57	BLUE RANGER	-do-	-do-	26.10.39	29. 1.41	5. 6.41	Mercantile <i>Korytsa</i> (1972); sold
X.69	BROWN RAN- GER	-do-	-do-	28.10.39	12.12.40	10. 4.41	Sold Spanish shipbreaker .././75, arrived Spain .././75 for scrapping.
Ordered .././40							
X.30	GOLD RANGER	Caledon (Dundee)	Doxford (Sunder- land)	14. 5.40	12. 3.41	25. 9.41	Mercantile (name unchanged – 1973); sold
X....	GRAY RANGER	-do-	-do-	23. 9.40	27. 5.41	25. 9.41	Torpedoed German submarine U.435 Arctic 22/9/42.
X.42	GREEN RANGER	-do-	-do-	24. 6.40	21. 8.41	4.12.41	Broke tow & wrecked Sennen Cove 17/11/62.
Acquired .././40							
X....	DARKDALE ex-Empire Oil	Blythwood Ship- building	J Kincaid (Greenock)	.....	.....40	15.11.40	Torpedoed German submarine U.68 off St Helena 22/10/41.
X....	DENBYDALE ex-Empire Silver	-do-	-do-	26.12.39	19.10.40	30. 1.41	Sabotaged Gibraltar .././42 & hulked, sold Hughes Bolckow .././55, arrived Blyth 27/7/55 for scrapping.
X.14	DERWENTDALE	Harland & Wolff (Govan)	Harland & Wolff (Govan)	14.11.39	12. 4.41	30. 8.41	Mercantile <i>Irvingdale I</i> (1960); sold Spanish shipbreaker .././66, arrived El Ferrol for scrapping.
Ordered .././39							
X.51	DEWDALE	Cammell Laird (Birk- enhead)	Harland & Wolff (Belfast)	.....	17. 2.41	14. 6.41	Sold Netransmar .././59, arrived Antwerp 23/12/59 for scrapping.

X.44	DINGLEDALE	Harland & Wolff (Govan)	Harland & Wolff (Govan)	11.12.39	27. 3.41	10. 9.41	Mercantile <i>Royaumont</i> (1959); sold Spanish shipbreaker ../66, arrived Santander 23/1/67 for scrapping.
X.106	DINSDALE <i>ex-Empire Norse- man</i>	-do-	-do-	.....	.....41	11. 4.42	Torpedoed German submarine U....off Pernambuco 31/5/42.
X.104	EAGLESDALE <i>ex-Empire Metal</i>	Furness (Haverton Hill)	Richardson West- garth (West Hartle- pool)	.....	18.11.41	10. 1.42	Mercantile <i>N Tisar</i> (1959); sold German shipbreaker ../59, arrived Hamburg.
X.105	EASEDALE	-do-	-do-	15. 2.41	18.12.41	12. 2.42	Mercantile storage hulk (1960).
X.70	ECHODALE	Hawthorn Leslie (Hebburn)	Hawthorn Leslie (Hebburn)	8. 1.40	29.11.40	4. 3.41	Sold Italian shipbreaker ../61, arrived La Spezia 20/9/61 for scrapping.
X.73	ENNERDALE	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	.....	27. 1.41	11. 7.41	Sold Shipbreaking Industries ../59, arrived Faslane 14/4/59 for scrapping.
X....	EPPINGDALE	Furness (Haverton Hill)	.....	.....	.....	.....41	Completed mercantile <i>Empire Gold</i> ; torpedoed German submarine U.... North Atlantic 18/4/45.
Requisitioned ../40							
.....	AASE MAERSK	Odense Staalskibs- vaerft	Burmeister & Wain (København)	.....	.....	..... 9.30	RAN; returned ../9/45.
Captured ../41							
.....	EMPIRE SALVAGE <i>ex-Lothringen, ex- Papendrecht</i>	Rotterdamsche Droogdok	Stork (Hengelo)	.....	17. 4.40	41	Retroceded 1/6/45; sold Japanese shipbreaker ../64, arrived Japan ../64 for scrapping.
Acquired ../42							
X.128	DANMARK	Burmeister & Wain (København)	Burmeister & Wain (København)	.....	.....	.....10.31	Hulked (fore part only – 1942); sold ../46.
.....	BERTA <i>ex-Shell Dezoito, ex-Berta</i>	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	.....	.....	..... 7.27	Retroceded ../46
X.112	INGEBORG	Meyer (Papenburg)	Sulzer (Winterthur)	.....	.....	..... 4.37	Retroceded ../46.
Acquired ../45							
X.116	OLNA (ii) <i>ex-Hyalina</i>	Swan Hunter & Wig- ham Richardson (Wallsend)	British Thompson Houston (Rugby)	44	28.12.44	 5.45	Sold Spanish shipbreaker ../66, arrived Castellon 19/1/67 for scrapping.
.....	OLEANDER (ii) <i>ex-Helcina</i>	-do-	-do-	.....	.....	.....	Completed mercantile <i>Helcina</i> (1946).
Acquired ../45							
X.130	EMPIRE BOUNTY	Furness (Haverton)	Richardson West- garth (Sunderland)	43	30. 9.43	10.44	WAVE VICTOR (1946), RAF (name unchanged – 1960).
X.129	EMPIRE DUN- BAR	Laing (Sunderland)	Metropolitan Vickers (Manchester)	45	3. 4.46	30. 9.46	WAVE LAIRD (1946); sold Spanish shipbreaker ../70, arrived Gandia ../2/70 for scrapping.
X.119	EMPIRE EDGE- HILL	Harland & Wolff (Govan)	-do-	45	4. 4.46	30. 8.46	WAVE CHIEF (1946); sold T W Ward ../74, arrived Inverkeithing 13/11/74 for scrapping.
X.135	EMPIRE EVE- SHAM	Furness (Haverton)	Richardson West- garth (Sunderland)	45	17. 1.46	46	WAVE RULER (1947); sold Singapore ../12/75.
X.137	EMPIRE FLOD- DEN	-do-	-do-	45	19. 2.46	46	WAVE BARON (1946); sold Spanish shipbreaker ../72, arrived Bilbao 23/4/72 for scrapping.
X.134	EMPIRE HERALD	Laing (Sunderland)	Barclay Curle (Whiteinch)	45	27. 7.45	 3.46	WAVE PRINCE (1946); sold Spanish shipbreaker ../71, arrived Burriana 16/12/71 for scrapping.
X.131	EMPIRE LAW	Furness (Haverton)	Richardson West- garth (Sunderland)	43	27.11.43	 1.45	WAVE CONQUEROR (1946), hulked (1958); sold Italian shipbreaker ../60, arrived La Spezia 23/4/60 for scrapping.
X.138	EMPIRE MARS	Laing (Sunderland)	Metropolitan Vickers (Manchester)	44	16.11.44	4.45	WAVE DUKE (1946); sold Spanish shipbreaker ../69, arrived Bilbao 25/12/69 for scrapping.
X.140	EMPIRE MILNER	Furness (Haverton)	Richardson West- garth (Sunderland)	43	9. 2.44	 1.45	WAVE LIBERATOR (1946); sold British shipbreaker ../59, arrived Hong Kong 4/5/59 for scrapping.
X.139	EMPIRE NASEBY	Laing (Sunderland)	North-Eastern Mar- ine (Sunderland)	45	22.10.45	28. 1.47	WAVE KNIGHT (1946); sold Scrappingco ../64, arrived Antwerp 19/10/64 for scrapping.
X.132	EMPIRE PALA- DIN	Furness (Haverton)	Richardson West- garth (Sunderland)	43	21. 4.44	 2.45	WAVE COMMANDER (1946); sold T W Ward ../59; arrived Inverkeithing 9/5/59 for scrapping.
X.156	EMPIRE PRO- TECTOR	-do-	-do-	44	20. 7.44	10.44	WAVE PROTECTOR (1946), hulked (1958); sold Italian shipbreaker ../63, arrived Italy ../63 for scrapping.
X.133	EMPIRE SALIS- BURY	Laing (Sunderland)	North-Eastern Mar- ine (Wallsend)	43	20. 5.44	12.44	WAVE MASTER (1946); sold Singaporean shipbreaker ../63, arrived Singapore ../63 for scrapping.
X.100	WAVE EMPEROR	Furness (Haverton)	Richardson West- garth (Sunderland)	15. 9.43	16.10.44	20.12.44	Sold T W Ward ../60, arrived Barrow 19/6/60 for scrapping.
X.103	WAVE GOV- ERNOR	-do-	-do-	16.11.43	30.11.44	8. 3.45	Sold Metal Industries ../60, arrived Rosyth 9/8/60 for scrapping.
X.82	WAVE KING	Harland & Wolff (Govan)	Parsons (Wallsend)	23. 3.43	6. 4.44	21. 7.44	Sold T W Ward ../60, arrived Barrow 16/4/60 for scrapping.

X.108	WAVE MON-ARCH	-do-	Barclay Curle (Whiteinch)	17. 6.43	6. 7.44	3.11.44	Mercantile <i>Noema</i> (1960); sold Spanish shipbreaker .././64, arrived Bilbao 8/4/64 for scrapping.
X.65	WAVE PREMIER ex- <i>Empire Mars-ton</i>	Furness (Haverton)	Richardson West-garth (Sunderland)	45	27. 6.46	6.12.46	Sold Metal Industries .././60, arrived Rosyth 11/6/60 for scrapping
X.110	WAVE REGENT	-do-	-do-	44	29. 3.45	31. 5.45	Sold Shipbreaking Industries .././60, arrived Faslane 29/6/60 for scrapping.
X.111	WAVE SOVER-EIGN	-do-	-do-	45	20.11.45	28. 2.46	Sold Singaporean shipbreaker .././67, arrived Singapore .././67 for scrapping.

Ordered .././45

X.07	BIRCHOL	Lobnitz (Renfrew)	Lobnitz (Renfrew)	25. 5.45	19. 2.46	12. 6.46	Sold ../9/69.
X.00	OAKOL	-do-	-do-	12.12.45	28. 8.46	1.11.46	Mercantile hulk (1969).
X...	ROWANOL ex- <i>Cedarol</i> , ex- <i>Ebonol</i>	-do-	-do-	27. 9.45	15. 5.46	21. 8.46	Sold
X.67	TEAKOL	-do-	-do-	27. 5.46	14.11.46	14. 1.47	Mercantile hulk (1969).

Petrol Tankers

Admiralty design: PETRELLA, PETROBUS.

Displacement: 1,024 tons (cargo d.w. 300 tons).
Dimensions: 155 (pp)/164¼ (oa) × 28 × 12½d/11½ feet.
Machinery: Two SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 14in:23in:38in × 24in stroke) IHP 500 = 9 knots.
Bunkers & radius: O.F. 50 tons,nm @ 9k.
Complement: 16.

Admiralty design: AIRSPRITE, NASPRITE.

Displacement: ca 1,250 tons.
Dimensions: 204½ (pp)/214 (oa) × 33¼ × 13½d/12¾ feet.
Machinery: Two SE cylindrical boilers (190lb/in²), one shaft, reciprocating (VTE cyl 15in:25½in:41in × 30in stroke) IHP 900 = 11 knots.
Bunkers & radius: O.F. ... tons,nm @ ...k.
Complement: ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././17							
X.49	PETRELLA	Dunlop Bremner (Port Glasgow)	Dunlop Bremner (Port Glasgow)	.....	16. 2.18	 4.18	Mercantile <i>Captain Mikes</i> (1946); <i>Evros</i> (1951), <i>Megalohari</i> (1970); sold
X.50	PETROBUS	-do-	-do-	.....	8.11.17	 2.18	Sold T W Ward .././59, arrived Grays 24/2/59 for scrapping.
X.52	PETRONEL	-do-	-do-	.....	27. 4.18	 6.18	Mercantile <i>Pass of Glencoe</i> (1947), <i>Athelglen</i> (1949), <i>Molaglen</i> (1954); sold British shipbreaker .././58, arrived British Guiana .././58 for scrapping.
Ordered .././40							
X.59	NASPRITE	Blythwood Ship-building (Scotstoun)	D Rowan (Glasgow)	4.40	28.11.40	11. 2.41	Sold Belgian shipbreaker .././64, arrived Willebroek 5/2/64 for scrapping.
Ordered .././42							
X.115	AIRSPRITE	Blythwood Ship-building (Scotstoun)	D Rowan (Glasgow)	9.41	22.12.42	16. 2.43	Sold Belgian shipbreaker .././65, arrived Antwerp 14/3/65 for scrapping.

Water Carriers

Mercantile conversion: RIPPLE.

390 tons: (pp)/120 (oa) × 21 ×d/9 feet: one SE cylindrical boiler (.....lb/in²), one shaft, reciprocating IHP = 8 knots: complement ...

Admiralty design: SUPPLY.

405 tons: 115 (pp)/..... (oa) × 21¼ × 10d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating IHP = ... knots, coal ... tons (.....nm @ ...k); complement ...

Admiralty design: PETRONEL.

For details see petrol carrier *Petrobus*.

Admiralty design: CREMYLL.

Displacement: 480 tons (625 tons).
Dimensions: 120½ (pp)/126½ (oa) × 22½/23¾ (max) ×d/.... (11 full load) feet.
Machinery: One SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 470 = 9½ knots.
Bunkers & radius: Coal ... tons,nm @ ...k.
Complement: ...

“Fresh-” class: FRESHBROOK, FRESHBURN, FRESH-ENER, FRESHET, FRESHFORD, FRESHLAKE, FRESH-MERE, FRESHPOND, FRESHPOOL, FRESHSPRAY, FRESHSPRING, FRESHTARN, FRESHWATER, FRESHWELL.

Built to replace First World War construction, this class could stow 236 tons of fresh water in six tanks; and had a limited fire-fighting and salvage capability as well.

Displacement: 594 tons (885 tons full load).
Dimensions: 120 (pp)/126¼ (oa) × 24½ × 14¼d/10¾ (12½ full load) feet.
Machinery: One SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 11in:18in:30in × 21in stroke) IHP 450 = 9½ knots.
Bunkers & radius: Coal 50 tons, 500nm @ 8½k.
Armament: Two 20mm AA (2×1) guns.
Complement: 8/10.

“Spa-” class: SPA, SPABECK, SPABROOK, SPABURN, *SPALAKE, *SPAPOOL.

Displacement: 625 tons (1,220 tons full load).
Dimensions: 163½ (pp)/172 (oa) × 30 × 14d/6¼ (12 full load) feet.
Machinery: One SE cylindrical boiler (180lb/in² except * 200lb/in²), one shaft, reciprocating (VTE cyl 13½in:23in:38in × 27in stroke) IHP 605 except * 765 = 9 knots.
Bunkers & radius: Coal 90 tons,nm @ ...k.
Armament: One 12pdr AA, two 20mm AA (2×1) guns.
Complement: 12.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././09							
.....	SUPPLY	Cox (Falmouth)	.....	.....09	10. 1.10	10	Mercantile <i>Rosina M</i> (1948); sold .././73 & scrapped.
Purchased .././..							
.....	RIPPLE	Foster & Minty (Balmain)	.....	.....	.....	.....04	RAN, training ship (1949); sold .././51 & scrapped.
Ordered .././37							
.....	CREMYLL	J Crown (Sunderland)	North-Eastern Marine (Sunderland)	37	28. 2.38	38	Sold Arnott Young 2/4/70, arrived Dalmuir ../4/70 for scrapping.
Ordered 18/9/39							
X...	FRESHWATER	Lytham Shipbuilding	Lytham Shipbuilding	29.11.39	23. 3.40	10. 9.40	Mercantile <i>Porto Grande</i> (1968).
X.102	FRESHET	-do-	-do-	26. 3.40	6. 7.40	10.12.40	Sold ../3/63.
Ordered .././41							
X.107	FRESHBROOK	Lytham Shipbuilding	Lytham Shipbuilding	19. 6.41	5.11.41	17. 4.42	Mercantile (name unchanged – 1963); sold Dutch shipbreaker .././63, arrived Netherlands ../10/63 for scrapping.
X.109	FRESHENER	-do-	-do-	6.11.41	16. 3.42	22. 7.42	For disposal .././71.
X.120	FRESHLAKE	-do-	-do-	18. 3.42	15. 7.42	14.11.42	Sold Liguria Maritime ../6/80, arrived Queenborough ../8/80 for scrapping.
Ordered .././42							
X.117	FRESHMERE	Lytham Shipbuilding	Lytham Shipbuilding	16. 7.42	23.11.42	22. 3.43	Sold J T Leavesley ../12/75, arrived ..... .././76 for scrapping.
X.99	FRESHPOOL	-do-	-do-	26.11.42	11. 3.43	3. 7.43	Expend as target (1975).
X.121	FRESHWELL	-do-	-do-	18. 3.43	2. 7.43	30.10.43	Sold Haulbowline Industries 29/1/68, arrived Passage West .././68 for scrapping.
Ordered .././43							
X.60	FRESHBURN	Lytham Shipbuilding	Lytham Shipbuilding	7. 7.43	29.10.43	1. 4.44	Sold Davies & Newman ../3/82, arrived Netherlands .././82 for scrapping.
X.63	FRESHFORD	-do-	-do-	5.11.43	23. 3.44	18. 7.44	Sold Jos de Smedt 16/8/67, arrived Antwerp .././67 for scrapping.
X.47	FRESHTARN	-do-	-do-	 3.44	22. 8.44	22.12.44	Sold .././69.
Ordered 18/11/44							
X.76	FRESHPOND	Lytham Shipbuilding	Lytham Shipbuilding	4. 9.44	28. 8.45	22.12.45	Mercantile <i>Dunkmouse</i> (1977).
X.113	FRESHSPRAY	-do-	-do-	4. 9.45	5. 3.46	7. 8.46	Sold .././69.
X.118	FRESHSPRING	-do-	-do-	12. 9.45	15. 8.46	10. 2.47	Mercantile (name unchanged – 1979).
Ordered .././41							
X.92	SPA	Philip (Dartmouth)	Plenty (Newbury)	26. 9.40	11.10.41	24. 4.42	Sold Haulbowline 21/9/70, arrived Passage West 9/10/70 for scrapping.
Ordered .././42							
X.19	SPABECK ex-Rivulet	Philip (Dartmouth)	Plenty (Newbury)	14. 5.43	21. 6.43	3. 9.43	Sold Belgian shipbreaker ../5/66, arrived Willebroek 14/5/66 for scrapping.
Ordered .././43							
X.127	SPABROOK	Philip (Dartmouth)	Plenty (Newbury)	16. 9.43	24. 8.44	12.12.44	Sold T W Ward ../7/77, arrived Briton Ferry 13/9/77 for scrapping.
Ordered .././44							
X.122	SPABURN	Philip (Dartmouth)	Plenty (Newbury)	7.10.44	5. 1.46	12. 4.46	Sold Arnott Young 24/6/77, arrived Dalmuir ../8/77 for scrapping.
Ordered .././45							
X.123	SPALAKE	Hill (Bristol)	C D Holmes (Hull)	13. 8.45	10. 8.46	28.11.46	Sold Arnott Young 24/6/77, arrived Dalmuir ../8/77 for scrapping.
X.124	SPAPOOL	-do-	-do-	13. 8.45	28. 2.46	14. 6.46	Sold Mombasa ../7/76 & scrapped.

Auxiliary Cargo/Oil/Water Carriers

Cargo carrier: CARROO.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 26/8/39					
FY.1596	CLYTHE NESS ex-Agate, ex-Daniel Dick	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	25. 8.30	Returned 2/3/46.
Requisitioned 31/8/39					
Y7.9	DAMITO ex-Tealby, ex-Fermo, ex-Oliver Pickin	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	17	Returned 10/1/46.
Requisitioned ../11/39					
FY.854	ETRUSCAN	.....	.....	.....13	Returned 28/11/44.
Y7.11	FENTONIAN	.....	.....	.....12	Returned ../2/45.
Y7.14	GAROLA	Cochrane (Selby)	C D Holmes (Hull)	 4.12	Tug (1944).
Y7.18	LIBYAN	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12.13	Tug (1944).
Requisitioned 25/11/39					
Y7.1	ATHENIAN	.....	.....	.....19	Returned ../9/46.
FY.808	BEN GLAS	.....	.....	.....17	Returned 31/10/44..
Requisitioned 27/11/39					
Y7.20	GOOSANDER	Smiths Dock (Middlesbrough)	MacColl & Pollock (Sunderland)	 1.08	Water carrier (19...).
Y7.34	LUDA LORD ex-Margaret Duncan	Cochrane (Selby)	C D Holmes (Hull)	 4.13	Returned ../11/45.
Requisitioned 28/11/39					
Y7.21	NEW COMET	A Hall (Aberdeen)	A Hall (Aberdeen)	 3.15	Returned 29/12/45.
Requisitioned 29/11/39					
	BARBADOS	.....	.....	.....05	Returned ../6/45.
FY.873	EMPYRIAN	.....	.....	.....14	Returned 12/7/46.
Requisitioned ../1/40					
4.447	CONTROLLER	.....	.....	.....13	Returned ../9/44.
Requisitioned 15/2/40					
FY.1945	ANN MELVILLE	.....	.....	.....09	Returned 20/10/44.
Requisitioned 22/2/40					
Y7.15	KING EMPEROR	Dundee Shipbuilding	W V V Lidgerwood (Glasgow)	12.14	Returned 10/1/46.
Requisitioned 27/2/40					
4.443	BARNSNESS	.....	.....	.....07	Returned 30/12/44.
Requisitioned 10/4/40					
4.144	EROICAN	.....	.....	.....14	Returned 24/2/45.
Requisitioned ../6/40					
FY.1713	BRUINSVISCH	.....	.....	.....29	Returned .././46.
FY.1866	HEROINE ex-Hero	Dundee Shipbuilding	W V V Lidgerwood (Glasgow)	11.07	Returned 27/11/44.
FY.1783	JACQUELINE CLASINE ex-Persia	Smiths Dock (North Shields)	MacColl & Pollock (Sunderland)	10.06	Returned ../2/46.
FY.895	MARIA ELISA-BETH	A Pannevis (Alphen a/d Rijn)	Hera (Ijmuiden)	12.29	RNethN (1944).
Requisitioned 25/6/40					
Y7.3	BEN BREAC	.....	.....	.....16	Returned ../11/45.
Seized 3/7/40					
Y7.7	CHASSE-MAREE	.....	.....	.....20	Returned 14/3/46.
Y7.6	CONGRE	.....	.....	.....18	Returned 7/1/46.
Requisitioned ../8/40					
FY.1692	DELPHI ex-Siesta, ex-A Rose	.....	.....	.....24	Returned 18/10/45.
Requisitioned 22/8/40					
Y7.8	CYELSE	.....	.....	.....12	Water carrier (19...).
Requisitioned ../9/40					
Y7.46	LAPAGERIA	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	 8.16	Returned ../2/46.

Requisitioned 6/12/40					
4.446	CLOUGHSTONE			07	Returned 28/4/45.
Requisitioned 14/11/43					
4.448	IBIS II	Beliard Crighton (Oostende)	van den Kerchoven & Carels (Ghent)	37	Returned 14/12/44.
	<i>ex-Ibis</i>				
Requisitioned ../3/44					
4.440	DANDOLO			10	Returned 5/10/44.
4.441	EAST COAST			07	Returned 12/10/44.
Requisitioned 28/3/44					
4.425	CORYPHENE			07	Returned 9/11/44.
Requisitioned 29/3/44					
4.436	ALL HALLOWS			14	Returned 10/11/44.
	<i>ex-Jamaica</i>				
4.433	BRAES O' MAR			15	Returned 10/11/44.
Requisitioned 1/4/44					
4.428	CHOICE			99	Foundered off Arromanches 25/8/44.
	<i>ex-Stalka</i>				
Requisitioned 7/4/44					
4.452	BONA			06	Returned 11/11/44.
Requisitioned 10/4/44					
4.455	KERNEVEL	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	06	Returned 7/11/44.
Requisitioned 11/4/44					
4.434	AMBITION			02	Returned 28/11/44.
	<i>ex-Thrush</i>				
Requisitioned 15/9/39					
.....	GELLYBURN			08	Returned 10/4/46.
Requisitioned ../11/39					
.....	COCKADE			05	STOCKADE (1944); returned 18/8/46.
	<i>ex-Anson</i>				
Requisitioned 3/11/39					
.....	JACK GEORGE			13	Returned 17/8/45.
Requisitioned 15/11/39					
.....	MINT			12	Returned ../4/46.
Requisitioned 16/11/39					
.....	FURZE			11	Returned 3/10/45.
Requisitioned 27/11/39					
Y7.20	GOOSANDER	Smiths Dock (Middlesbrough)	MacColl & Pollock (Sunderland)	 1.08	Returned ../2/46.
Requisitioned ../../40					
.....	TERKA			25	RAN; foundered off Madang 26/3/44.
.....	TOLGA			25	RAN; scuttled off New Guinea 30/4/46.
Requisitioned ../1/40					
FY.1719	DESTINN			14	Sold ../8/45.
Requisitioned 4/1/40					
.....	DRAINIE	W Noble (Fraserburgh)		24. 4.19	Returned 25/1/46.
	<i>ex-Mackerel Sky</i>				
Requisitioned 3/3/40					
.....	LOON	Goole Shipbuilding	Earle's (Hull)	 7.14	Returned 12/12/45.
Requisitioned 11/4/40					
.....	JESBURN			17	Returned 1/7/46.
Requisitioned ../5/40					
FY.293	CORCYRA			14	Sold 27/8/46.
Requisitioned 25/5/40					
.....	NELLIE MCGEE			08	Returned 31/5/46.
Requisitioned 26/5/40					
.....	DEVOTION			10	Returned 11/11/44.
FY.501	MARY HERD	Webster & Bickerton (Goole)		2.12.19	WC; returned 17/10/45.
	<i>ex-CSD, ex-Snowflake</i>				
Requisitioned ../6/40					
FY.896	ISABEL	Mackie & Thomson (Glasgow)	W V V Lidgerwood (Glasgow)	 5.06	Returned ../../45.
Requisitioned 16/6/40					
.....	BOY RAY			10	Returned ../../46.
Requisitioned 11/7/40					
.....	BRAES O' BUCKIE			10	Returned 7/9/46.
Requisitioned 14/7/40					
.....	OCEAN GIFT			07	Returned 7/3/45.

Requisitioned 22/8/40

X.125	CYELSE			12	Returned 19/3/46.
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Requisitioned ..12/40

.....	KITTY GEORGE			13	Returned 6/2/46.
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Requisitioned 12/7/41

.....	FORELOCK			10	Returned ..11/45.
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Requisitioned 18/8/42

.....	INVERCLYDE	Goole Shipbuilding	C D Holmes (Hull)	 7.14	Foundered in tow off Beachy Head 16/10/42.
	ex-Gantock Rock, ex-Perihelion				

Requisitioned 9/3/43

Y7.17	CEVIC			08	Returned 30/9/44.
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Re-requisitioned 16/3/43

Y.7.2	ARACARI			08	Wrecked north of Sicily 3/10/43.
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Re-requisitioned 11/4/44

.....	MIKASA	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 4.15	Returned 5/10/44.
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Surveying Vessels

The small surveying flotilla was greatly depleted at the outbreak of the Second World War when all former escort and minesweeping sloops reverted to their former roles, or, in the case of the older vessels, were required for harbour duties. Work was stopped on the uncompleted *Research*, and only the *Challenger* was left to undertake survey work. She was later joined by the converted yachts *White Bear*—whose equipment included a complete chart reproduction facility—and the small *Gulnare*: the latter perpetuating a traditional surveying name. Survey work did not exactly come to a standstill, as all operational vessels actively contributed; but it became limited to the areas of conflict from where there was a constant demand for up-to-date charts.

None of the above units was armed in peacetime, except that they mounted one/two 3pdr saluting guns for ceremonial purposes; but they were all defensively armed following the outbreak of war.

Admiralty design: ENDEAVOUR.

Displacement: 1,280 tons (..... tons full load).

Dimensions: 200 (pp)/241¼ (oa) × 34¼ ×d/11¾ (.... full load) feet.

Machinery: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 1,100 = 13 knots.

Bunkers & radius: Coal 220 tons,nm @ ...k).

Armament: Nil.

Complement: 139.

Naval conversions: HERALD, *MORESBY.

These were converted from “Racehorse” class sloops by Devonport Dockyard in 1922/23, and Pembroke Dockyard in 1924/25 respectively; and two other units were hulked as RNVR drillships. The *Moresby* reverted to a sloop in 1939, and was armed with one 4in and one 12pdr AA guns, but resumed surveying duties in 1944.

Displacement: 1,320 tons (1,650 tons full load).

Dimensions: 255 (pp)/267½ (oa) × 34¾ ×d/12 (15½ full load) feet.

Machinery: Two SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 2,500 = 15½ knots.

Bunkers & radius: O.F. 260 tons, 4,600nm @ 10k.

Below : The former old “Hunt” class minesweeper *Beaufort* was converted into a surveying vessel in the inter-war years, but reverted back to a minesweeper in the Second World War.





Above: The old “Hunt” class minesweeper *Flinders* was also converted into a surveying vessel in the inter-war years, but reverted to the minesweeping role in the Second World War. (Real Photographs)

Armament: Nil.
Complement: 141 (war) except * 82 (war 140).

Mercantile conversion: INVESTIGATOR.

Former Government cable ship transferred to the Royal Indian Navy in 1932, and served as an escort sloop during the Second World War.
Displacement: 1,572 tons (1,890 tons full load).
Dimensions: 226 (pp)/247 (oa) × 37½ × 25d/13½ (16¼ full load) feet.
Machinery: Two SE cylindrical boilers (180lb/in²), two shafts, reciprocating (VTE cyl 12in:19in:33in × 30in stroke) IHP 2,400 = 12½ knots.
Bunkers & radius: O.F. 292 tons,nm @ ...k
Armament: One 4·7in, two 20mm AA (2×1), two ·303in AA machine (2×1) guns.
Complement: 109.

Government research vessel: DISCOVERY II

1,062 tons gross: 221¼ (pp)/262 (oa) × 36¼ × 20d/17½ feet: two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 18in:28½in:48¼in × 28in stroke IHP 1,500 = 12½ knots, O.F. tons (.....nm @ ...k): complement ...: ice-strengthened hull.

Mercantile conversion: CHALLENGER.

Originally intended as a Government fishery research vessel, but was transferred to the Royal Navy while under construction.
Displacement: 1,140 tons (..... tons full load).
Dimensions: 200 (pp)/220 (oa) × 36 ×d/12½ (.... full load) feet.
Machinery: Two Admiralty 3-drum boilers (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 1,200 = 12½ knots.
Bunkers & radius: O.F. 340 tons, 9,000nm @ 12k.
Armament: One 12pdr AA, two 20mm AA (2×1) guns.
Complement: 84.

Admiralty design: RESEARCH.

This vessel was constructed entirely of non-magnetic material, had a composite hull, and was rigged as a brigantine with a total sail area of 12,000ft². Construction was suspended during the war, and the uncompleted hull was eventually scrapped after hostilities ceased.
Displacement: 757 tons (..... tons full load).
Dimensions: (pp)/142½ (oa) × 34 ×d/13¼ feet.
Machinery: One shaft. Petter Atomic ..cyl (bore ...in × ...in stroke) diesel engine BHP 160 = 6½ knots.
Bunkers & radius: O.F. ... tons,nm @ ...k.
Armament: Nil.
Complement: ...

Naval conversions: FITZROY, FLINDERS, KELLETT.

For details see under old “Hunt” class minesweeping sloops.

Naval conversions: FRANKLIN, GLEANER, GOSSAMER, JASON, SCOTT.

For details see under “Halcyon” class minesweeping sloops.

Naval conversions: FOLKESTONE, SCARBOROUGH, †STORK.

For details see under “Shoreham” class except † “Bittern” class escort sloops.

Mercantile conversion: BANGALOW.

See under repair ships for details.

Mercantile conversion: CAPE LEEUWIN

1,406 tons gross: 225 (pp)/..... (oa) × 35 × 22½d/.... feet: one SE cylindrical boiler (.....lb/in²), one shaft, reciprocating (VTE cyl 18¼in:30in:49in × 36in stroke) IHP 1,500 = 14 knots, O.F. tons (.....nm @ ...k): one 12pdr AA, one 20mm AA guns: complement ...

Trawler conversion: GOOLGWAI.

See under auxiliary M/S trawlers for details.

Yacht conversion: GULNARE.

6½ tons gross: 32 (pp)/40 (oa) × 8 × 6d/6 feet: one shaft, Brooke 4cyl (cyl 2½in × 4in stroke) BHP ... = ... knots, petrol gallons (...nm @ ...k): complement ...: wood hull & yawl rig.

Mercantile conversion: KWATO.

No details available.

Tug conversion: NGUVU.

See under auxiliary minesweepers for details.

MFV conversion: POLARIS.

No details available except 50 tons gross.

Mercantile conversion: STELLA.

111 tons gross: 73¼ (pp)/82 (oa) × 19 × 11d/8 feet: one shaft, Polar 6cyl (bore 180mm × 300mm stroke) diesel engine BHP 180 = 8 knots, O.F. tons (.....nm @ ...k): one 20mm AA, one ·303in AA machine guns: complement ...

Yacht conversion: WHITE BEAR.

1,715 tons gross: 285 (pp)/310 (oa) × 37¾ × 22d/16½ feet: two SE cylindrical boilers (185lb/in²), one shaft, reciprocating (VTE cyl 19in:31in:35in (2) × 27in stroke) IHP 2,000 = 13½ knots, O.F. ... tons (.....nm @ ...k): four 20mm AA (4×1) guns: complement ...

Mercantile conversion: WINTER.

No details available.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././11							
J.91	ENDEAVOUR	Fairfield (Govan)	Fairfield (Govan)	.....	30. 3.12	.....	Depot ship (1940); sold 30/9/46.
Ordered ../12/16							
.....	FLYING FOX	Swan Hunter & Wig- ham Richardson (Wallsend)	Wallsend Slipway	17	28. 3.18	18	Hulked RNVR drill ship (1920); sold
J.54	MORESBY ex-Silvio	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	27.11.17	12. 4.18	25. 5.18	RAN; surveying vessel (1944); sold Broken Hill 3/2/47, arrived Newcastle (NSW) .././47 for scrapping.
.....	EAGLET ex-Irwell, ex-Sir Bevis	-do-	-do-	17	11. 5.18	 6.18	Hulked RNVR drillship (1923); sold
Ordered ../4/17							
T.73	HERALD ex-Merry Hamp- ton	Blyth Dry Dock	G Clark (Sunderland)	19. 6.18	19.12.18	5. 6.19	Scuttled Seletar ../2/42, salvaged & IJN surveying vessel HEIRYU MARU (1943), patrol vessel HEIYO (1944); mined Java Sea 14/11/44.
Purchased .././..							
J.81	INVESTIGATOR ex-Patrick Stewart	Simons (Renfrew)	Simons (Renfrew)	.....	13. 3.25	.....	RIN; sold .././51.
Ordered .././28							
.....	DISCOVERY II	Ferguson (Port Glas- gow)	Ferguson (Port Glas- gow)	.....	.....29	11.29	Falkland Islands Govt, armed boarding vessel (1939).
Ordered .././30							
J.98	CHALLENGER	Chatham Dockyard	Chatham Dockyard	.....	1. 6.31	.....	Scrapped Dover ../1/54.
Ordered 10/9/36							
J.96	RESEARCH	Philip (Dartmouth)	Petter (Lough- borough)	8.10.37	4. 4.39	.....	Scrapped incomplete Plymouth ../10/52.
Requisitioned .././39							
J.30	WHITE BEAR ex-Iolanda	Ramage & Ferguson (Leith)	Ramage & Ferguson (Leith)	.....	.....08	 7.08	Mercantile <i>Lexamine</i> (1947).

Auxiliary Surveying Vessels

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned .././39					
J.134	GULNARE ex-Queenie	Lymington Shipyard	Brooke (Lowestoft) (1)	00	Sold ../10/49.
Requisitioned ../9/39					
.....	NGUVU	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	 1.25	Returned 20/10/46.
Requisitioned 13/9/39					
FY.75	GOOLGWAI ex-Almeria	Collingwood Shipbuilding	National Shipbuilding (Goderich)	19	RAN, surveying vessel (19...).
Requisitioned .././42					
.....	KWATO	.....	.....	.....38	RAN; returned .././...
.....	POLARIS ex-Southern Cross	.....	.....	.....41	RAN; returned .././46.
.....	WINTER	.....	.....	.....	RAN; returned .././...
Requisitioned 1/10/42					
.....	STELLA ex-Warreen	Melbourne Harbour Trust (Williamstown)	British Auxiliaries (Anniesland)	 6.38	RAN, mercantile Wareen (1946), RAN STELLA (1951), mercantile <i>Arnhem T</i> (1966); wrecked stress of weather place unknown 25/12/74.
Requisitioned ../8/43					
.....	CAPE LEEUWIN	Australian Government Shipping Board (Sydney)	Australian Government Shipping Board (Sydney)	 5.25	RAN; returned .././46.

(1) Re-engined 1931.

Cable Ships

Cable laying, and its maintenance, was more a commercial than a naval undertaking; but the need during war to preserve communications was of the utmost importance. The mercantile cable vessels were not all requisitioned, but their employment was directed by the Admiralty; and on occasions came

under its specific control for certain operations. Many cable ships, and their supporting vessels, participated in the Normandie landings during 1944; and laid the underseas petrol pipeline between the English south coast and the French beachheads.

Right: The cable ship *Bullhead* was armed with a 12pdr AA gun aft, and two 20mm AA (2×1) guns on the bridge. (IWM)

Naval cable ships were otherwise engaged in laying, and maintaining, Asdic loops for the protection of ports and harbours world-wide. Like the surveying vessels they were not armed in peacetime, but shipped a defensive armament following the outbreak of war.

Old “Kil-” class: KILMUN. Requisitioned: MEAD.

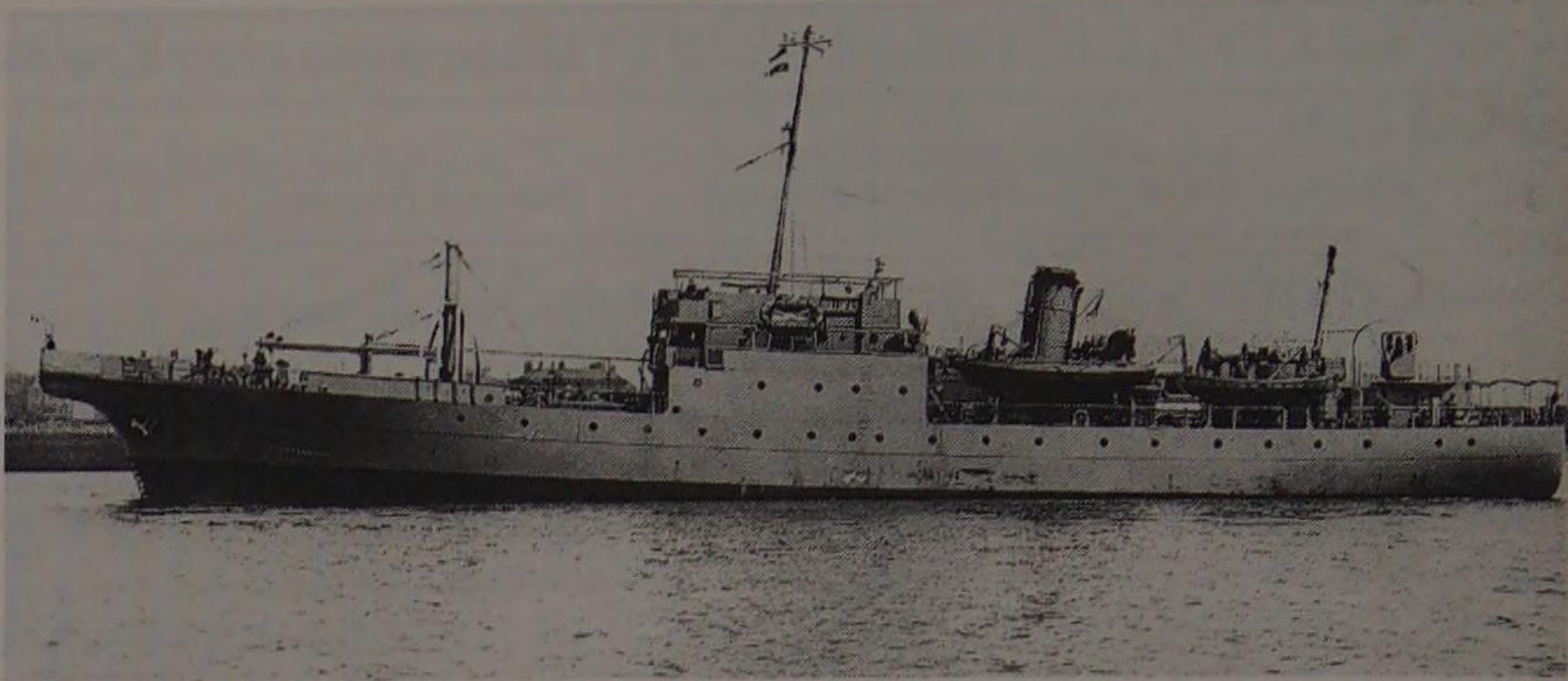
Displacement: 895 tons (1,245 tons full load).
Dimensions: 170 (pp)/182 (oa) × 30 × 16½d/11¾ (15 full load) feet.
Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 16in:26in:44in × 26in stroke) IHP 1,400 = 13 knots.
Bunkers & radius: Coal 330 tons,nm @ ...k.
Armament: Two 20mm AA (2×1), two ·303in AA machine (2×1) guns.
Complement: ...

X-lighter conversions: Nos.134, 140, 147, 180, 216, 224. Requisitioned: PLYMOUTH TRADER.

See under landing craft for details.

Admiralty design: LASSO.

Displacement: 910 tons (..... tons full load).
Dimensions: 180 (pp)/205 (oa) × 35¼ ×d/9¾ (.... full load) feet.



Machinery: Two Admiralty 3-drum boilers (...lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 1,100 = 13 knots.
Bunkers & radius: O.F. ... tons,nm @ ...k.
Armament: One 12pdr AA, two 20mm AA (2×1) guns.
Complement: ...

Admiralty design: BULLFINCH, BULLFROG, BULLHEAD, BULLSEYE, ST MARGARETS.

Displacement: 1,950 tons (..... tons full load).
Dimensions: 228¾ (pp)/252 (oa) × 36¼ × 24¼d/16¼ (.... full load) feet.
Machinery: Two Admiralty 3-drum boilers (200lb/in²), two shafts, reciprocating (VTE cyl 13in:22in:36in × 24in stroke) IHP 1,300 = 13 knots.
Bunkers & radius: O.F. tons,nm @ ..k.
Armament: One 12pdr AA, two 20mm AA (2×1) guns.
Complement: ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 16/7/18							
Z.85	KILMUN	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	11.10.19	20. 2.20	Completed as cable ship, mercantile <i>Rask</i> (1946); wrecked place unknown 31/1/50.
Ordered 12/1/37							
Z.76	LASSO	Thornycroft (Woolston)	Thornycroft (Woolston)	.....	17. 3.38	.....	Scrapped Burght 18/5/59.
Ordered 16/10/39							
Z.176	BULLFINCH	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	.....	19. 8.40	11.40	
Requisitioned 5/5/42							
Z.....	MEAD ex-Kilmead	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	.....	1. 5.19	19	Returned 27/8/44.
Ordered 8/3/43							
Z.260	BULLFROG	Swan Hunter & Wig-ham Richardson (Wallsend)	Wallsend Slipway	.....	26. 1.44	 6.44	Mercantile <i>Retriever</i> (1947), <i>Cable Restorer</i> (1961).
Z.236	BULLHEAD	-do-	-do-	.....	3.10.44	.....	Mercantile <i>Electra</i> (1947), <i>Cable Guardian</i> (1959).
Z.259	ST MARGARETS	-do-	-do-	.....	13.10.43	 4.44	
Z....	BULLSEYE	-do-	-do-	.....	20.11.45	.....	Cancelled ../12/44 & completed mercantile <i>Alert</i> (1945).

Auxiliary Cable/Cable Carrier/Cable Repair Ships

Not all the requisitioned ships were naval manned; and nearly all the smaller vessels were conversions from coasters, barges, etc. The armament varied between one/two 12pdr AA and two/four 20mm AA guns in the larger ships, and two/four 20mm AA guns in the smaller vessels.

Cable carrier: ACCRUITY.

465 tons gross: 150¾ (pp)/..... (oa) × 27¾ × 10d/10 feet: one shaft, Newbury 5cyl (bore 12½in × 15¾in stroke) BHP 250 = 8 knots, O.F. ... tons (.....nm @ ..k): complement ...

Cable ship: ALERT.

941 tons gross: 196¾ (pp)/..... (oa) × 31½ × 20¾d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl 9¾in:16in:26in × 21in stroke) IHP 720 = 10 knots, O.F. ... tons (.....nm @ ...k): complement ...

Cable ship: ALGERIAN.

2,315 tons gross: 295 (pp)/..... (oa) × 43¾ × 23d/20¾ feet: two SE cylindrical boilers (235lb/in²), one shaft, reciprocating (VTE cyl 18in:31½in:54in ×

36in stroke) IHP 2,000 = 14 knots, coal tons (.....nm @ ...k): complement ...

Cable ship: AQUILA.

450 tons gross: 155 (pp)/..... (oa) $\times$ 26 $\times$ 13d/12 $\frac{3}{4}$ feet: one SE cylindrical boiler (130lb/in²), one shaft, reciprocating (VC cyl 18in:40in $\times$ 27in stroke) IHP 550 = 10 knots, coal ... tons (.....nm @ ...k): complement ...

Cable ship: ARIEL.

1,479 tons gross: 237 $\frac{1}{2}$ (pp)/250 $\frac{1}{2}$ (oa) $\times$ 35 $\frac{1}{4}$ $\times$ 24 $\frac{1}{4}$ d/16 $\frac{1}{4}$ feet: two SE cylindrical boilers (200lb/in²), two shafts, reciprocating (VTE cyl 13in:22in:36in $\times$ 24in stroke) IHP 1,300 = 13 knots, O.F. ... tons (.....nm @ ...k): complement ...

Cable repair vessel: BANGALOW.

648 tons gross: 162 (pp)/169 $\frac{1}{4}$ (oa) $\times$ 36 $\frac{1}{4}$ $\times$ 10d/9 feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 11 $\frac{1}{2}$ in:19in:32in $\times$ 22in stroke) IHP 850 = 11 knots, coal tons (.....nm @ ...k): complement ...

Cable ship: BANKVILLE.

339 tons gross: 150 $\frac{1}{4}$ (pp)/..... (oa) $\times$ 24 $\frac{1}{2}$ $\times$ 11 $\frac{3}{4}$ d/11 $\frac{3}{4}$ feet: one SE cylindrical boiler (130lb/in²), one shaft, reciprocating (VC cyl 20in:42in $\times$ 27in stroke) IHP 600 = 10 knots, coal ... tons (.....nm @ ..k): complement ...

Cable carrier: BRITANNIC.

No details available except barge conversion.

Cable ship: BULAN.

1,048 tons gross: 220 $\frac{1}{4}$ (pp)/..... (oa) $\times$ 35 $\times$ 15d/.... feet: two SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 17 $\frac{1}{2}$ in:29in:47in $\times$ 30in stroke) IHP 1,100 = 13 knots, coal ... tons (.....nm ...k): complement ...

Cable ship: CAMBRIA.

1,959 tons gross: 283 (pp)/..... (oa) $\times$ 37 $\times$ 18 $\frac{1}{2}$ d/22 $\frac{1}{4}$ feet: two SE cylindrical boilers (190lb/in²), two shafts, reciprocating (VTE cyl 16in:26in:44in $\times$ 33in stroke) IHP 2,000 = 14 knots, coal ... tons (.....nm @ ...k): complement ...

Cable ship: CASTLEROCK.

259 tons gross: 124 $\frac{3}{4}$ (pp)/..... (oa) $\times$ 22 $\times$ 9 $\frac{3}{4}$ d/.... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VC cyl 15 $\frac{1}{2}$ in: 32in $\times$ 24in stroke) IHP 250 = 8 knots, coal ... tons (.....nm @ ...k): complement ...



Cable ship: CECILE MAPLESON.

344 tons gross: 142 $\frac{1}{2}$ (pp)/150 $\frac{3}{4}$ (oa) $\times$ 26 $\frac{3}{4}$ $\times$ 11 $\frac{3}{4}$ d/.... feet: two shafts, Petters 8cyl (bore 10in $\times$ 14 $\frac{1}{2}$ in stroke) diesel engine BHP 390 = 8 $\frac{1}{2}$ knots, O.F. ... tons (.....nm @ ...k): complement ...

Cable ship: CYRUS FIELD.

1,288 tons gross: 223 $\frac{1}{2}$ (pp)/..... $\times$ 34 $\frac{1}{4}$ $\times$ 18 $\frac{1}{2}$ d/17 $\frac{1}{4}$ feet: two SE cylindrical boilers (180lb/in²), two shafts, reciprocating (VTE cyl 13 $\frac{1}{2}$ in:22 $\frac{1}{2}$ in:37in $\times$ 27in stroke) IHP 1,400 = 13 knots, coal ... tons (.....nm @ ...k): complement ...

Cable ship: DUNAVON.

235 tons gross: 125 $\frac{1}{4}$ (pp)/132 $\frac{3}{4}$ (oa) $\times$ 21 $\times$ 9 $\frac{3}{4}$ d/10 feet: one SE cylindrical boiler (135lb/in²), one shaft, reciprocating (VC cyl 15in:32in $\times$ 22in stroke) IHP 350 = 8 $\frac{1}{2}$ knots, coal ... tons (.....nm @ ...k): complement ...

Cable ship: ELDORADO.

469 tons gross: 155 (pp)/..... (oa) $\times$ 26 $\frac{1}{4}$ $\times$ 13d/12 $\frac{3}{4}$ feet: one SE cylindrical boilers (130lb/in²), one shaft, reciprocating (VC cyl 18in:40in $\times$ 27in stroke) IHP 550 = 9 knots, coal ... tons (.....nm @ ...k): complement ...

Cable ship: EMILE BAUDOT.

1,149 tons gross: 222 $\frac{1}{2}$ (pp)/..... (oa) $\times$ 32 $\frac{1}{4}$ $\times$ 22 $\frac{3}{4}$ d/..... feet: SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl 12 $\frac{1}{2}$ in:20in:33in $\times$ 24in stroke) IHP 720 = 10 knots, coal tons (.....nm @ ...k): complement ...

Cable ship: GLENMORISTON.

No details available except coaster conversion used for harbour defence cable work.

Cable carriers: GOLDBELL, GOLDDRIFT.

178 tons gross: 94 $\frac{1}{2}$ (pp)/..... (oa) $\times$ 22 $\frac{3}{4}$ $\times$ 8 $\frac{3}{4}$ d/.... feet: one shaft, Bolinder 8cyl (bore 215mm $\times$ 230mm stroke) BHP 90 = 7 $\frac{1}{2}$ knots, O.F. ... tons (.....nm @ ..k): complement ...

Cable ship: HOLDFAST.

1,499 tons gross: 250 $\frac{1}{2}$ (pp)/..... (oa) $\times$ 35 $\frac{1}{4}$ $\times$ 20d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 20in:33in:53in $\times$ 39in stroke) IHP 1,200 = 13 knots, coal tons (.....nm @ ...k): complement ...

Cable repair vessel: INNISFAIL.

399 tons gross: 144 $\frac{1}{2}$ (pp)/..... (oa) $\times$ 32 $\frac{1}{4}$ $\times$ 8d/7 feet: one SE cylindrical boiler (120lb/in²), two shafts, reciprocating (VC cyl 12 $\frac{1}{4}$ in:24in $\times$ 16in stroke) IHP 240 = 8 knots, coal tons (.....nm @ ...k): complement ...

Cable ship: IRVIN.

No details available except coaster conversion used for harbour defence cable work.

Left: The GPO cable ship *Alert*, which served under naval control, was armed with one 12pdr AA, two 20mm AA (2 $\times$ 1), and six .303in AA machine (3 $\times$ 2) guns. (IWM)

Cable ship: JOHN W MACKAY.

4,049 tons gross: 343¼ (pp)/..... (oa) × 48 × 35d/25¼ feet: three SE cylindrical boilers (190lb/in²), two shafts, reciprocating (VTE cyl 18½in:30½in:50in × 36in stroke) IHP 3,300 = 16 knots, O.F. tons (.....nm @ ...k): complement ...

Cable ship: LADY OF THE ISLES.

No details available.

Cable ships: LATIMER, SANCROFT.

6,839/6,978 tons gross respectively: 431 (pp)/446¾ (oa) × 56¼ × 36¾d/26¼ feet: two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 23½in:37½in:68in × 48in stroke) IHP 3,650 = 15 knots, coal tons (.....nm @ ...k): complement ...

Cable ship: LAWSON.

No details available except coaster conversion used for harbour defence cable work.

Cable ship: MARIE LOUISE MACKAY.

1,378 tons gross: 234 (pp)/..... (oa) × 34¼ × 24¼d/17 feet: two SE cylindrical boilers (180lb/in²), two shafts, reciprocating (VTE cyl 12½in:20in:33in × 24in stroke) IHP 1,000 = 12 knots, O.F. tons (.....nm @ ...k): complement ...

Cable ship: MAY.

257 tons gross: 124½ (pp)/..... (oa) × 22 × 11½d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 9½in:15½in:26in × 18in stroke) IHP 550 = 10 knots, coal ... tons (.....nm @ ...k): complement ...

Cable ship: MIRROR, †NORSEMAN.

1,850/1,844 tons gross respectively: 259¼ except † 259½ (pp)/..... (oa) × 37¼ × 25d/18 feet: three SE cylindrical boilers (180 lb/in²), two shafts, reciprocating (VTE cyl 15in:24½in:40in × 30in stroke) IHP 2,200 = 14 knots, O.F. tons (.....nm @ ...k): complement ...

Cable ship: MONARCH.

1,150 tons gross: 222¾ (pp)/..... (oa) × 32¼ × 22d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl 12½in:20in:33in × 24in stroke) IHP 1,000 = 12 knots, coal tons (.....nm @ ...k): complement ...

Cable ship: MONDARA.

359 tons gross: 135¼ (pp)/..... (oa) × 23½ × 11d/.... feet: one shaft, Waggon 6cyl (bore 300mm × 500mm stroke) diesel engine BHP = ... knots, O.F. tons (.....nm @ ...k): complement ...

Cable carrier: OCEANIC.

No details available except barge conversion of 120 tons gross.

Cable repair ship: PACIFIC.

1,570 tons gross: 264½ (pp)/..... (oa) × 35¾ × 25d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl 16½in: 27in:45in ×

27in stroke) IHP 1,400 = 13 knots, coal tons (.....nm @ ...k): complement ...

Cable carrier: PERSEPHONE.

No details available except hopper conversion of 725 tons.

Cable ship: RAMSGATE.

No details available.

Cable ship: RECORDER.

2,276 tons gross: 295 (pp)/311½ (oa) × 40¾ × 25d/20½ feet: three SE cylindrical boilers (190lb/in²), two shafts, reciprocating (VTE cyl 18¾in:31in:51in × 39in stroke) IHP 3,000 = 16 knots, coal tons (.....nm @ ...k): complement ...

Cable ship: RETRIEVER.

674 tons gross: 190¼ (pp)/..... (oa) × 28¼ × 16½d/15¼ feet: one SE cylindrical boiler (120lb/in²), one shaft, reciprocating (VC cyl 23in:46in × 30in stroke) IHP 550 = 10 knots, coal ... tons (.....nm @ ...k): complement ...

Cable carrier: ROBERT MIDDLETON.

See under store ships for details.

Cable ship: SAINT ORAN.

249 tons gross: 122 (pp)/128¼ (oa) × 21½ × 10¼d/10¼ feet: one SE cylindrical boiler 135 lb/in², one shaft, reciprocating (VC cyl 14¼in:30in × 24in stroke) IHP 250 = 8 knots, coal ... tons (.....nm @ ...k): complement ..

Cable ship: SAXON QUEEN.

482 tons gross: 162¼ (pp)/169½ (oa) × 26½ × 11¾d/10¾ feet: one shaft, Deutz 8cyl (bore 280mm × 450mm bore) BHP 320 = 8 knots, O.F. ... tons (....nm @ ...k): complement ...

Cable ship: SOUTHERN BREEZE.

344 tons gross: 135 (pp)/146½ (oa) × 26x 14½d/13¼ feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 410mm:660mm:1,120mm × 660mm stroke) IHP 1,500 = 13½ knots, O.F. tons (.....nm @ ...k): complement ...

Below: The cable ship *Sancroft* was converted from a standard cargo ship for laying the fuel pipeline between the south coast of England and the north coast of France. (IWM)



Cable ship: SPRAYVILLE.

461 tons gross: 152 (pp)/..... × 25¼ × 12d/11¾ feet: one SE cylindrical boiler (180lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in × 24in stroke) IHP 575 = 10 knots, coal ... tons (.....nm @ ...k): complement ...

The cable ships/carriers listed in the panel below were not requisitioned, but worked under the operational control of the Admiralty as the occasion demanded.

Name	Gross/Built	LADY LAURIER	1,051/02	STORE NORDISKE	1,456/22
CABLE ENTERPRISE	943/24	LORD KELVIN	2,641/16	STRAIDE	326/17
CABLE RECORDER (ex-Iris)	1,479/40	ORANGE	288/04	VIKING	929/01
LADY DENISON-PENDER	1,984/20	RUNIC	156/04		

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 27/8/39					
Z....	PLYMOUTH TRADER ex-Tower Bridge, ex-X....	Sunderland Ship-building	Bolinder (Stockholm)	16	Returned .././45.
Requisitioned 28/8/39					
Z.....	HOLDFAST ex-London	Hawthorns (Leith)	Hawthorns (Leith)	21	Sold .././46.
Requisitioned .././40					
Z.....	ALERT	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	 5.18	Lost cause unknown North Sea 24/2/45.
Z.....	ARIEL	-do-	-do-	...12.39	Returned .././46.
Requisitioned ../3/40					
Z....	SOUTHERN BREEZE	Bremer Vulkan (Vegesack)	Bremer Vulkan (Vegesack)	 6.36	Returned ../1/46, <i>Gascoyne</i> (1956); sold Goldfields Metal Traders .././..., arrived Fremantle ../9/70 for scrapping.
Requisitioned ../4/40					
Z.192	MAY	Ailsa (Troon)	Ailsa (Troon)	27	Returned ../1/46.
Z.....	SAINT ORAN	Scott (Bowling)	Fishers (Paisley)	 6.23	Returned .././46.
Requisitioned 23/4/40					
Z.228	DUNAVON ex-Quickthorn, ex-Spurnpoint	A Hall (Aberdeen)	A Hall (Aberdeen)	 9.08	Returned 19/12/45.
Requisitioned 13/5/40					
Z.234	CASTLEROCK	Ardrossan Dockyard	Smith Allan (Glasgow)	 8.04	Returned ../9/45.
Seized ../6/40					
Z.....	PACIFIC	Burmeister & Wain (København)	Burmeister & Wain (København)	03	Returned .././46.
Seized 3/7/40					
Z.217	EMILE BAUDOT	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	17	Returned .././45.
Z....	MONDARA	J & D Morris (Newcastle)	Waggon & Maschinenbau (Görlitz) (1)	 2.21	Returned .././45.
Requisitioned ../10/40					
Z.235	EL DORADO ex-Ophir	Ailsa (Troon)	Ross & Duncan (Glasgow)	12.07	Returned ../3/46.
Requisitioned .././41					
Z.....	ACCRUITY	G Brown (Greenock)	Newbury Diesel	10.35	Returned .././44.
Z.223	AQUILA	Ailsa (Troon)	Ross & Duncan (Glasgow)	 4.07	Returned .././45.
Z.....	CAMBRIA	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	 1.05	Collision mercantile <i>Almirante Ruis Luis</i> off Montevideo 8/11/45.
Z....	CYRUS FIELD	Ch & At de Saint-Nazaire	Ch & At de Saint-Nazaire	 7.24	RCN; returned .././46.
Z....	INNISFAIL ex-Blaxland	Mackie & Thomson (Glasgow)	J Ritchie (Glasgow)	 4.12	RAN; returned .././46.
Z.....	MIRROR	J Brown (Clydebank)	J Brown (Clydebank)	 7.23	Returned .././44.
Z.....	NORSEMAN (ii)	-do-	-do-	11.23	Returned .././46.
Z.....	SAXON QUEEN	Boeles (Bolnes)	Deutz (Köln)	 3.38	Returned .././44.
Requisitioned ../5/41					
Z.....	MARIE LOUISE MACKAY	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	10.24	Returned ../12/45.
Requisitioned 31/12/41					
Z.230	CECILE MAPLE-SON ex-Halal	Bow McLachlan (Paisley)	Holeby Diesel	24	SAN (1944), returned ../5/44, <i>Congella</i> (1956).
Requisitioned .././42					
Z....	BANGALOW	Harland & Wolff (Govan)	G Plenty (Newbury)	 3.39	RAN; returned .././46.
Z.252	BANKVILLE	Ailsa (Troon)	Ross & Duncan (Glasgow)	 4.04	Returned .././45.
Z.254	BULAN	Stephen (Linthouse)	Stephen (Linthouse)	 6.24	Returned .././46.

Z.....	JOHN W MACKAY	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	 5.22	RCN; returned .././46.
Z.....	MONARCH	Swan Hunter & Wigham Richardson (Wallsend)	Wallsend Slipway	 8.16	Returned .././45.
Z.253	RECORDER ex-Iris	D J Dunlop (Port Glasgow)	D J Dunlop (Port Glasgow)	10.02	Returned .././46.
Z.255	RETRIEVER	Goole Shipbuilding	Richardson Westgarth (Middlesbrough)	 7.09	Returned .././46.
Requisitioned .././43					
Z.268	ALGERIAN	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	 5.24	Returned .././45.
Z.....	OCEANIC	.....	.....	.....03	RASC (1946); sold
Requisitioned ../9/43					
Z.....	GOLDBELL	J Pollock (Faversham)	Bollinder (Stockholm)	32	Returned .././44.
Z.....	GOLDDRIFT	-do-	-do-	32	Returned .././44.
Z.267	LATIMER ex-Empire Ridley	Ferguson (Port Glasgow)	Hick Hargreaves (Whiteinch)	11.41	Mercantile <i>Acheo</i> (1947); scrapped Japan .././64.
Z.258	SPRAYVILLE	Cochrane (Selby)	C D Holmes (Hull)	11.20	Returned .././45.
Requisitioned ../1/44					
Z.....	SANCROFT ex-Empire Baffin	Lithgow (Port Glasgow)	D Rowan (Glasgow)	10.41	Mercantile <i>Clintonia</i> (1947), <i>Aspis</i> (1960); scrapped Japan .././64.

(1) Re-engined 1938.

Dockyard/Coastal/Fleet/Rescue Tugs

The naval-built tugs broadly fell into two types divided, not by size, but by employment. The dockyard tugs were only fitted for restricted service in harbours and rivers; while the fleet tugs were fitted for ocean service, and were principally used for target towing pre-war.

“Malta” class: Requisitioned ORIENT.

530 tons: 128 (pp)/..... (oa) × 25/.... (across paddle boxes) ×d/10½ feet: two SE cylindrical boilers (...lb/in²), two side paddles, reciprocating (DC cyl ...in:...in × ...in stroke) IHP 850 = 9 knots, coal tons (.....nm @ ...k): complement

“Dromedary” class: ADVICE, CRACKER, ENERGETIC, INDUSTRIOUS, VOLATILE.

Displacement: 700 tons (... tons full load).
Dimensions: 144 (pp)/150¾ (oa) × 27¼/50 (across paddle boxes) ×d/11 (... full load) feet.
Machinery: Two SE cylindrical boilers (...lb/in²), two side paddles, reciprocating (DC cyl ...in:...in × ...in stroke) IHP 1,250 = 12 knots.

Below: The dockyard paddle tug *Cracker* (left) was arranged with boiler rooms forward and aft of the engine room; while the *Firm* (right) had only one boiler room aft of the engine room.

Bunkers & radius: Coal tons (.....nm @ ...k).
Complement: ...

“Enterprise” class: EMPRISE.

307 tons: 110 (pp)/115½ × ...d/8ft: reciprocating IHP 450

Mercantile type: EMILY.

140 tons: reciprocating IHP 182.

“Marchwood” class: MARCHWOOD.

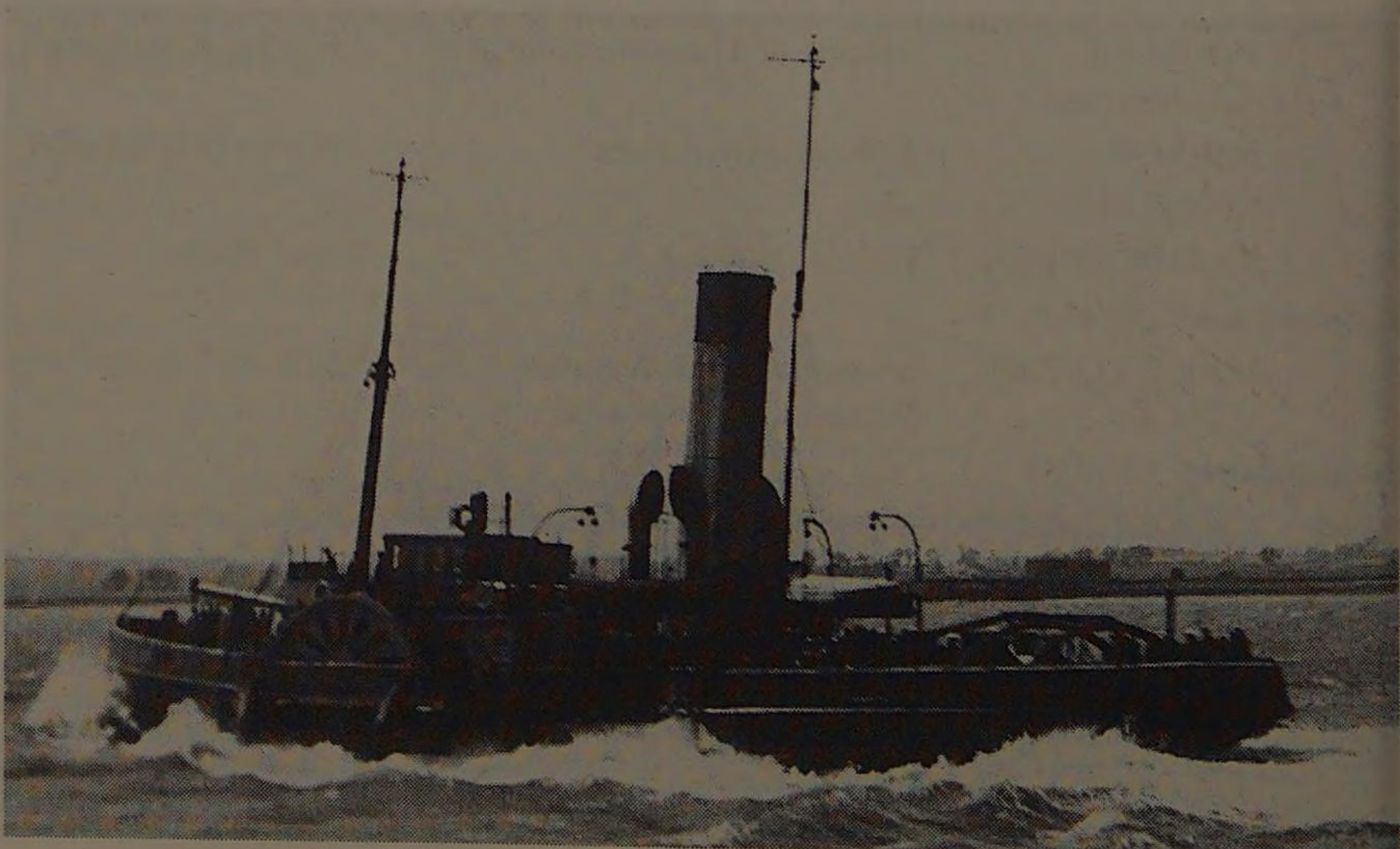
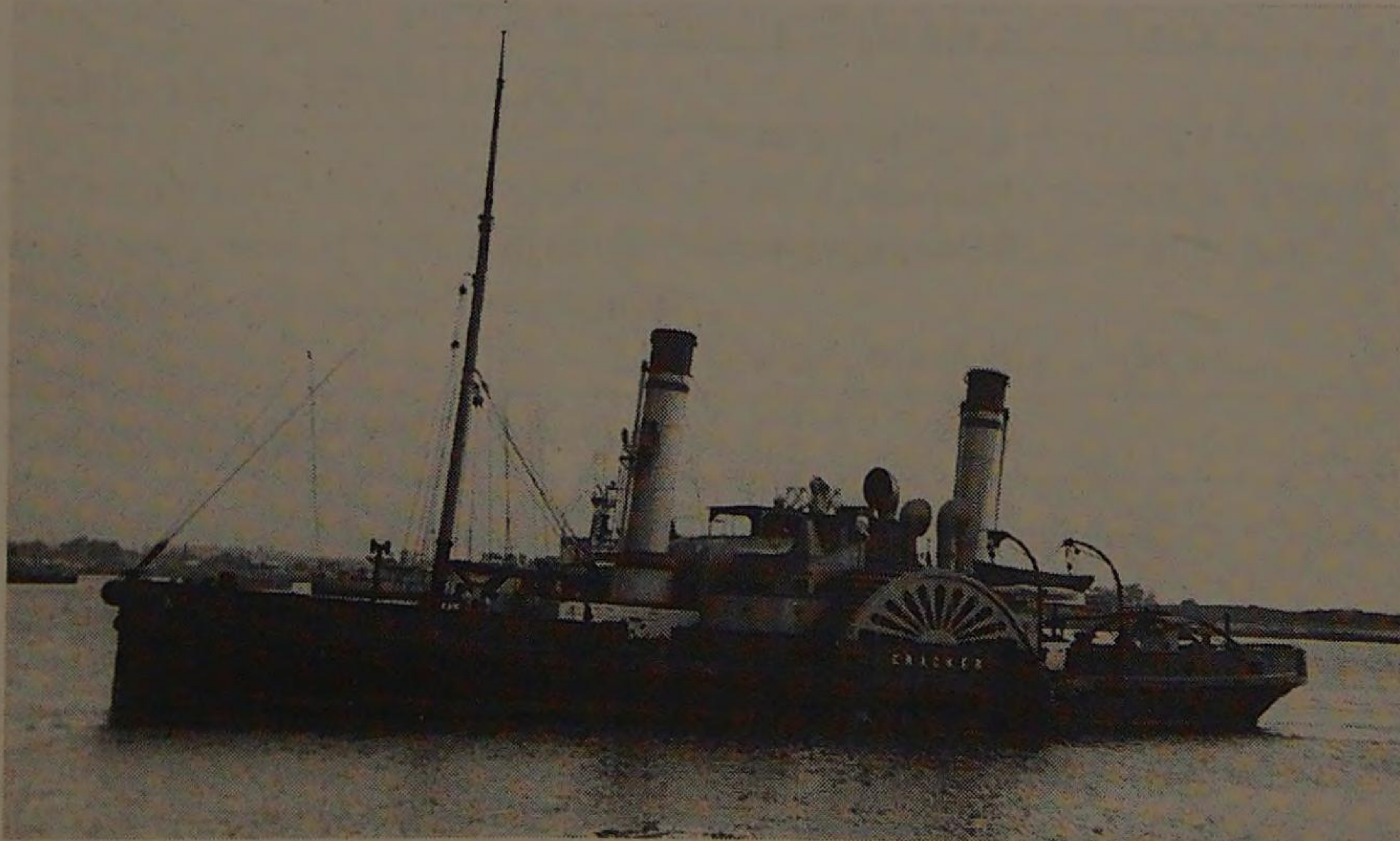
140 tons: 78 (pp)/86½ (oa) × 16½ × ...d/7 feet: reciprocating IHP 200.

Mercantile type: CARBON.

180 tons:

Mercantile type: HALLGARTH.

175 tons: 73 (pp)/... (oa) × 16¼ × 8½d/... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VC cyl 14½in:30in × 20in stroke) IHP = ... knots, coal ... tons (.....nm @ ...k): complement ...



Mercantile type: WELSHMAN (i).

92 tons gross: 80 (pp)/... (oa) $\times$ 18½ $\times$...d/... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating IHP = ... knots, coal ... tons (.....nm @ ...k): complement ...

Mercantile type: TERRIER, TYKE.

95 tons:

“Rover” class: ALLIANCE, ATLAS, PILOT, RECOVERY.

Displacement: 620 tons (... tons full load).

Dimensions: 145 (pp)/153 (oa) $\times$ 29 $\times$...d/12½ (... full load) feet.

Machinery: Two SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in $\times$...in stroke) IHP 1,400 = 11 knots.

Bunkers & radius: Coal ... tons,nm @ ..k.

Complement: ...

“Robust” class: ANCIENT, CAMEL, FIRM, GRAPPLER, HELLESPONT, RAMBLER, ROBUST, SANDBOY, SPRITE, SWARTHY.

Displacement: 690 tons (... tons full load).

Dimensions: 144 (pp)/150¾ (oa) $\times$ 27¼/50½ (across paddle boxes) $\times$...d/11 (... full load) feet.

Machinery: Two SE cylindrical boilers (...lb/in²), two side paddles, reciprocating (DC cyl ...in:...in $\times$...in stroke) IHP 1,250 = 12 knots.

Bunkers & radius: Coal ... tons,nm @ ..k.

Complement: ...

Thornycroft type: PERT.

Displacement: 1,023 tons (..... tons full load).

Dimensions: 170 (pp)/177½ (oa) $\times$ 36/60 (across paddle boxes) $\times$...d/12 (... full load) feet.

Machinery: Two SE cylindrical boilers (...lb/in²), two side paddles, reciprocating (DC cyl ...in:...in $\times$...in stroke) IHP 2,000 = 13 knots.

Bunkers & radius: Coal ... tons,nm @ ..k.

Complement: ...

Mercantile type: RIVAL.

85 tons: 75 (pp)/... (oa) $\times$ 16 $\times$...d/5 feet: IHP 300 = 8½ knots.

Mercantile type: FLAMER.

124 tons: 75 (pp)/78½ $\times$ 17 $\times$...d/7½ feet: VC IHP 250 = 9 knots.

Mercantile type: CONQUERESS.

240 tons: 96 (pp)/... (oa) $\times$ 20 $\times$...d/8 feet: VTE IHP 700

Mercantile type: AGHIOS GEORGIOS.

244 tons: 95 (pp)/100 (oa) $\times$ 22 $\times$...d/8 feet: VTE 550 = 11½ knots.

Mercantile type: STOBO CASTLE.

271 tons gross: 104¼ (pp)/110½ $\times$ 26 $\times$...d/10 feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VC cyl ...in:...in $\times$...in stroke) IHP 900 = 10 knots, coal 80 tons (960nm @ 10k): complement

Mercantile type: MARY TAVY.

162 tons gross: (pp)/93½ (oa) $\times$ 23½ $\times$...d/... feet: reciprocating (VC)

“Frisky” class: SAUCY.

This unit was requisitioned on the outbreak of war to serve as a rescue tug. 579 tons gross: 155¼ (pp)/..... (oa) $\times$ 31 $\times$ 17d/15 feet: two SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 18¼in:28½in:48¼in $\times$ 28in stroke) IHP 1,200 = 11 knots, coal tons (.....nm @ ...k): complement ...

“Resolve” class: RESOLVE, RESPOND, RETORT, ROLLICKER, ROYSTERER.

Displacement: 1,130 tons (1,370 tons full load).

Dimensions: 175 (pp)/182 (oa) $\times$ 34 $\times$...d/14 (17 full load) feet.

Machinery: Two SE cylindrical boilers (180lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in $\times$...in stroke) IHP 2,400 = 14 knots.

Bunkers & radius: Coal 200 tons,nm @ ..k

Complement: 24.

“West” class: SALVO, WEST ACRE, WEST BAY, WEST COCKER, WEST CREEK, WEST DEAN, WEST HYDE.

131/161 tons gross: 88½ (pp)/89¼ (oa) $\times$ 21 $\times$ 11d/... (9½ full load) feet: one SE cylindrical boiler (...lb/in²), reciprocating (VC cyl 15in:32in $\times$ 24in stroke) IHP 430 = 10 knots, coal ... tons (.....nm @ ..k): complement ...

“Poultry” class: COCHIN, WYANDOTTE.

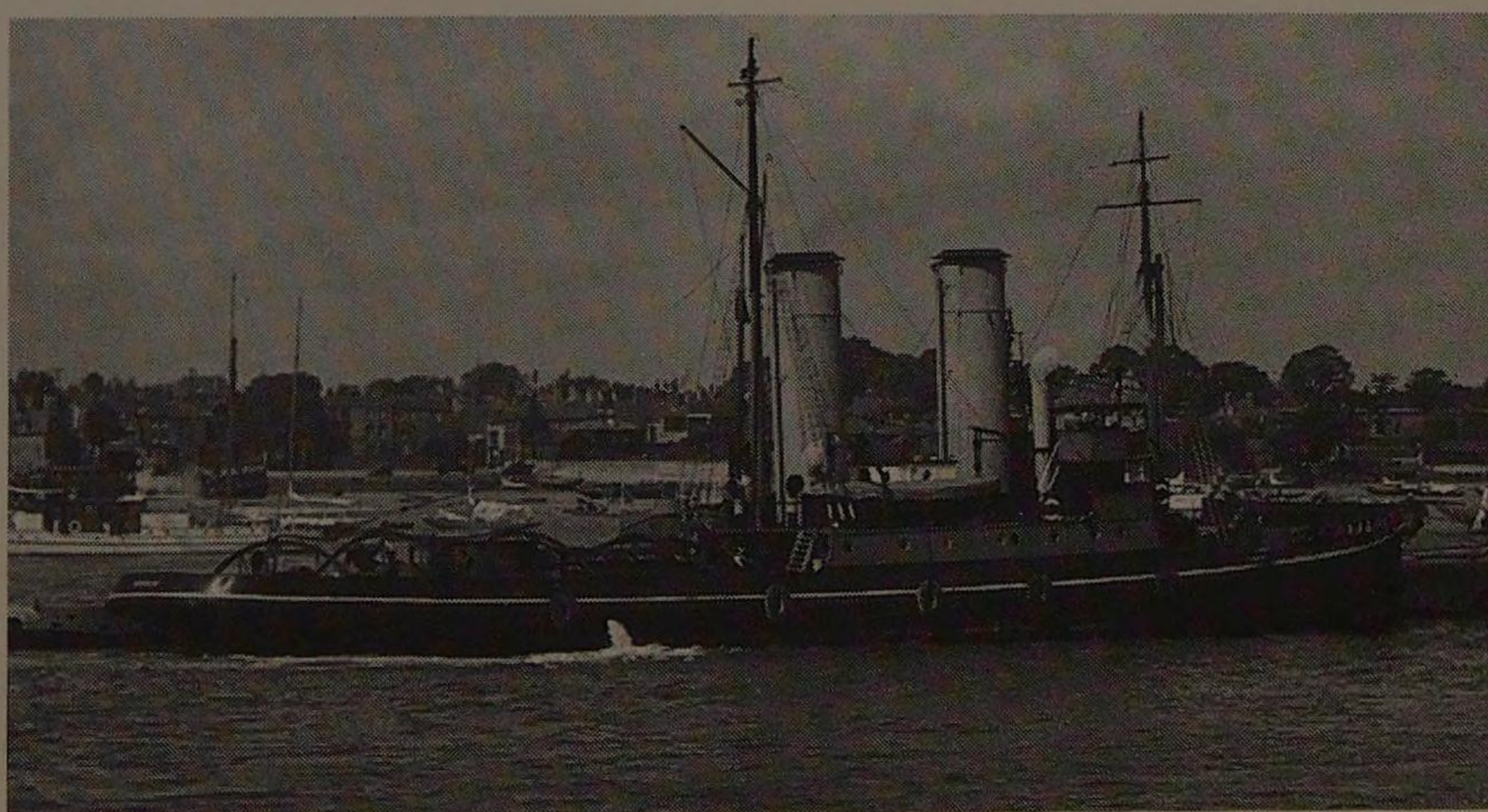
65 tons gross: 75½ (pp)/.... (oa) $\times$ 15 $\times$...d/6 feet: reciprocating (VC) IHP 185 = 8½ knots.

“Saint” class: ST ABBS, ST BLAZEY, ST BREOCK, ST CLEARS, ST CYRUS, ST DAY, ST DOGMAEL, ST FAGAN, ST ISSEY, ST JUST, ST MARTIN, ST MELLONS, ST MONANCE, ST OMAR, TOIA. **Requisitioned** ABEILLE 22, ALARM, CAROLINE MOLLER, HEROS, OCEAN EAGLE, PAULINE MOLLER, ST AUBIN, ST DOMINIC, ST GILES, ST OLAVES, ST SAMPSON.

Displacement: 860 tons (1,120 tons full load).

Dimensions: 135½ (pp)/143 (oa) $\times$ 29 $\times$ 16¼d/11¼ (14¾ full load) feet.

Below: The dockyard screw tug *Resolve*—together with the *Retort*—was not fitted with a fo’c’sle as in other units of the class. (G. A. Osbon)





Above left: The fleet tug *St Clears* with a battle practice target secured alongside to starboard.

Above right: The dockyard tug *Perseverance* was purchased in 1932.



Machinery: Two SE cylindrical boilers (180lb/in²), one shaft, reciprocating (VTE cyl 18¼in:28½in:48¼in × 28in stroke) IHP 1,250 = 12 knots.

Bunkers & radius: Coal 240 tons,nm @ ..k.

Armament: One 12pdr AA gun.

Complement: 30.

“Poet” class: POET CHAUCER.

239 tons gross: 105 (pp)/.... (oa) × 25 × ...d/... feet: reciprocating (VTE) IHP

“Burn” class: BUCKIE BURN, RATHVEN BURN.

51 tons gross: 69 (pp)/... (oa) × 16 × ...d/... feet: reciprocating (VC) IHP 200

Mercantile type: PERSEVERANCE.

425 tons: 109 (pp)/116¾ (oa) × 26½ ×d/9 feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 1,100 = 11 knots, coal ... tons (.....nm @ ...k): complement ...

Mercantile type: WATTLE.

120 tons: (pp)/80¾ (oa) × 17½ ×d/9¼ feet: one SE cylindrical boiler (.....lb/in²), one shaft, reciprocating (VTE cyl.in:...in:...in × ...in stroke) IHP

..... = 10 knots, coal tons (.....nm @ ...k): complement 4.

Mercantile type: USEFUL.

92 tons: (pp)/70 (oa) × 16 ×d/.... feet:

Armament tug: CARBINE.

151 tons: 85 (pp)/... (oa) × 22½ ×d/.... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating IHP = ... knots, O.F. ... tons (.....nm @ ...k): complement ...

Armament tug: GATLING (i).

..... tons gross: (pp)/..... (oa) × ×d/.... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP = ... knots, O.F. ... tons (.....nm @ ...k): complement ...

“Brigand” class: BANDIT, BRIGAND, BUCCANEER, FREEBOOTER, MARAUDER.

Displacement: 840 tons (1,260 tons full load).

Dimensions: 165 (pp)/174 (oa) × 32 × ...d/10¾ (16 full load) feet.

Machinery: Two Admiralty 3-drum boilers (200lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 3,000 = 15½ knots.

Below: The fleet tug *Freebooter* in 1943 was armed with a 12pdr AA gun forward, and a 20mm AA gun aft. (IWM)



Bunkers & radius: O.F. 390 tons,nm @ ...k.

Armament: One 12pdr AA, one 20mm AA, two .303in AA machine (2×1) guns.

Complement: 43.

Armament tugs: TAMPEON, TRUNION.

178 tons gross: (pp)/98 (oa) × 22 ×d/9 feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 450 = 9 knots, coal 50 tons (900nm @ 9k): complement 7.

Mercantile type: FOREMOST.

..... tons gross: (pp)/88 (oa) × 25 × 11½ feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating IHP 500 = 8 knots, coal 70 tons (3,360nm @ 8k): complement 8.

“Wave” class: GRINDER, LANTAKA, SKILFUL, WATERFALL, WAVE.

Dockyard tugs: GRINDER, LANTAKA, SKILFUL.

300 tons: ... (pp)/120 (oa) × 24½ × ...d/... feet

“Impetus” class: DRIVER, ENERGY, FLAMER, HANDMAID, IMPETUS.

Displacement: 365 tons.

Dimensions: 90 (pp)/97 (oa) × 28 × 14d/.... feet.

Machinery: One SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 800 = 10 knots.

Bunkers & radius: O.F. ... tons,nm @ ...k.

Complement: ...

“Nimble” class: CAPABLE, CAREFUL, EXPERT, NIMBLE.

Displacement: 890 tons (1,220 tons full load).

Dimensions: 165 (pp)/175 (oa) × 35¾ × 17d/11 (13¾ full load) feet.

Machinery: Two Admiralty 3-drum boilers (...lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 3,500 = 16 knots.

Bunkers & radius: O.F. 440 tons, 3,000nm @ ...k.

Armament: One 12pdr AA, two 20mm AA (2×1) guns.

Complement: 42.

Mercantile type: STALWART, WATERMEYER.

These two South African Government tugs were taken over by the Royal Navy while fitting-out, and were briefly employed as rescue tugs. However there was a more pressing need for them in South Africa owing to the increased number of ships using that country's ports, and they were consequently released from naval service.

621 tons gross: 146¾ (pp)/155½ (oa) × 33 × 17d/.... feet: one SE cylindrical boiler (...lb/in²), two shafts, reciprocating (VTE cyl 17in:29in:48in × 30in stroke) IHP 1,200 = 12 knots, coal tons (.....nm @ ...k): one 12pdr AA, two .303in AA machine (2×1) guns: complement ...

Right, top and centre: The rescue tugs *Allegiance* (top) and *Prosperous* (centre) were armed with two 20mm AA (2×1) guns on the bridge wings, and a 12pdr AA gun aft of the funnel. (IWM)

Right, bottom: A post-war view of the rescue tug *Adherent* unaltered except that the armament has been removed.

“Assurance” class: ADEPT, ADHERENT, ALLEGIANCE, ANTIC, ASSIDUOUS, ASSURANCE, CHARON, DEXTEROUS, EARNER, FRISKY, GRIPER, HENGIST, HORSIA, JAUNTY, PROSPEROUS, PRUDENT, RESTIVE, SAUCY (ii), SESAME, STORMKING, TENACITY.

Displacement: 700 tons (1,000 tons full load).

Dimensions: 142½ (pp)/156¾ (oa) × 33¼ × 16d/10 (14¾ full load) feet.

Machinery: One SE cylindrical boiler (210lb/in²), one shaft, reciprocating (VTE cyl 17in:28in:46in × 33in stroke) IHP 1,350 = 13 knots.

Bunkers & radius: O.F. 262 tons,nm @ ...k.

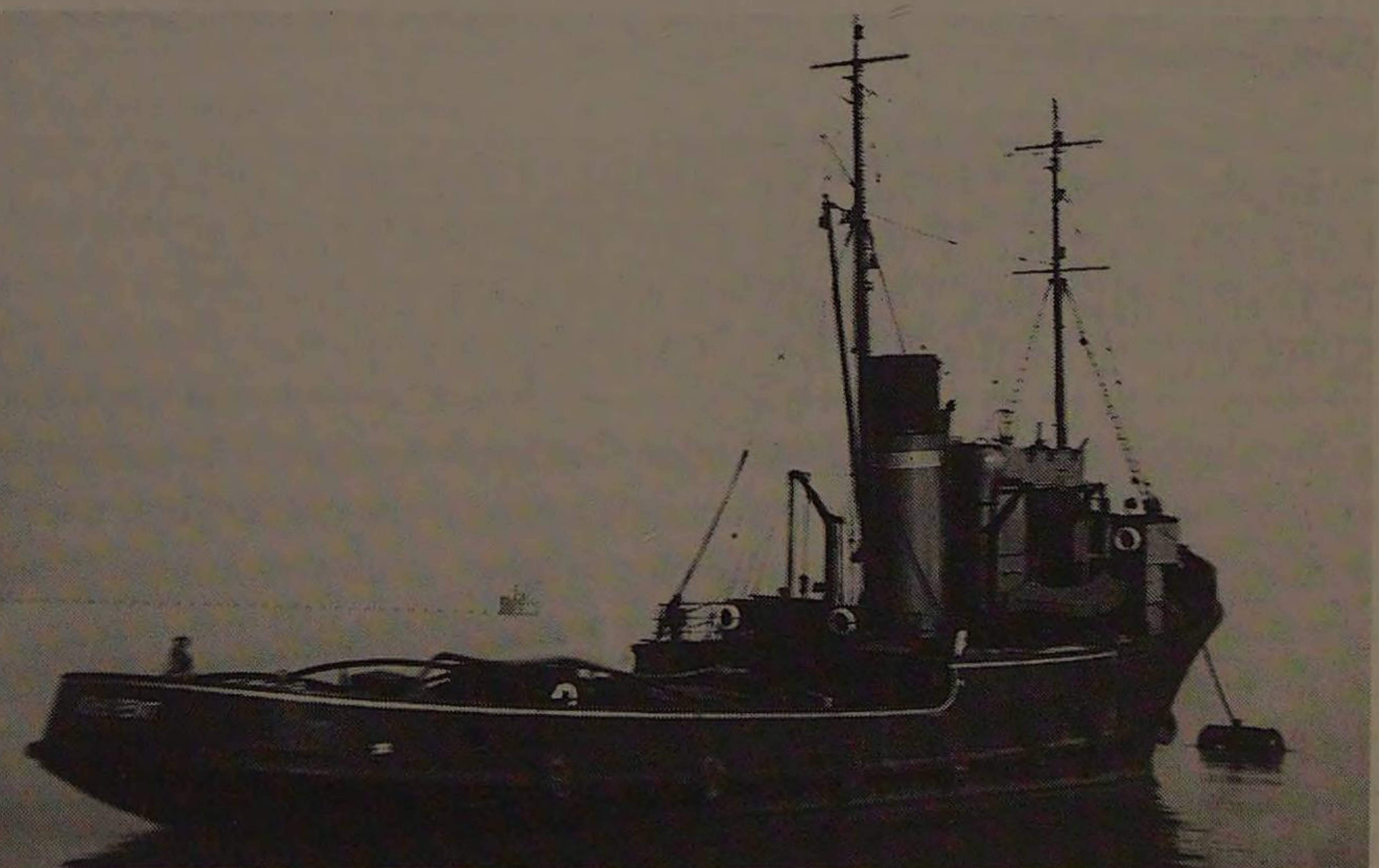
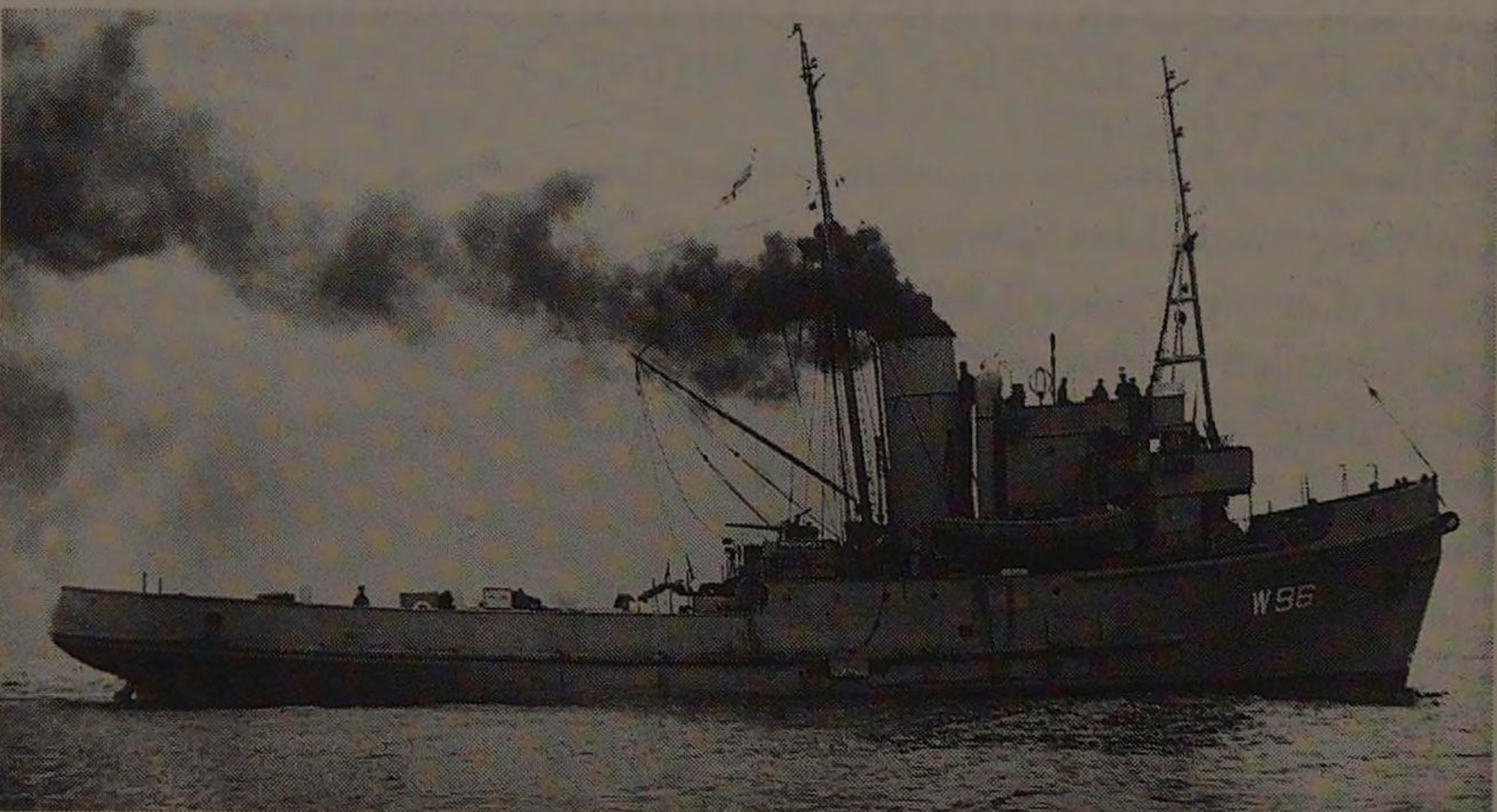
Armament: One 12pdr AA, one 20mm AA, two .303in AA machine (2×1) guns.

Complement: 31.

“Alligator” class: ALLIGATOR, CROCODILE.

Displacement: 395 tons.

Dimensions: 105 (pp)/116¾ (oa) × 26½ × 13d/... feet.



Right: The rescue tugs *Growler* (top), *Samsonia* (centre), and *Reward* (bottom) were the Royal Navy's first diesel-engined tugs; and were armed with a 12pdr AA gun forward, two 20mm AA (2×1) on the bridge wings, and a 2pdr AA gun aft. (IWM)

Machinery: ... SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 1,000 = 12 knots.

Bunkers & radius: O.F. ... tons,nm @ ...k.

Armament: One 12pdr AA gun.

Complement: ...

“Bustler” class: BUSTLER, GROWLER, HESPERIA, MEDIATOR, REWARD, SAMSONIA, TURMOIL, WARDEN.

Displacement: 1,120 tons (1,570 tons full load).

Dimensions: 190 (pp)/205 (oa) × 38½ × 19d/12½ (17½ full load) feet.

Machinery: One shaft, Polar 8cyl (bore 340mm × 570mm stroke) SR geared diesel engines (two/shaft) BHP 4,000 = 16 knots.

Bunkers: O.F. 405 tons, 1,700nm @ 15k

Armament: One 12pdr AA, one 2pdr AA, two 20mm AA (2×1), four .303in AA machine (2×2) guns.

Complement: 42.

Armament tugs: BOMBSHELL, *CHAINSHOT, *GRAPESHOT, MINION, ROUNDSHOT.

97 tons except * 106 tons: ... (pp)/71½ × 18½ × 8½d/7 feet: one shaft, Newbury ..cyl (bore ...in × ...in stroke) diesel engine BHP 350 = 10¼ knots, O.F. 8 tons (1,300nm @ 10k): complement ...

“Hoedic” class: EMPIRE ACE, EMPIRE BARBARA, EMPIRE BETTY, EMPIRE CHRISTOPHER, EMPIRE DENNIS, EMPIRE FAIRY, EMPIRE HUMPHREY, EMPIRE JENNY, EMPIRE JOSEPHINE, EMPIRE SAM, EMPIRE VINCENT.

This design was based on the mercantile *Hoedic* built by Cochrane's in 1931, and as it incorporated oil-fired boilers was more suitable for overseas employment than standard coal-fired tugs. The vessels were armed with a 20mm AA gun forward of the abridge, and a twin machine gun mounting aft of the funnel.

Displacement: 425 tons.

Dimensions: 105¼ (pp)/114 (oa) × 26½ × 12¼d/10½ feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 15in:25in:42in × 27in stroke) IHP 825 = 11 knots.

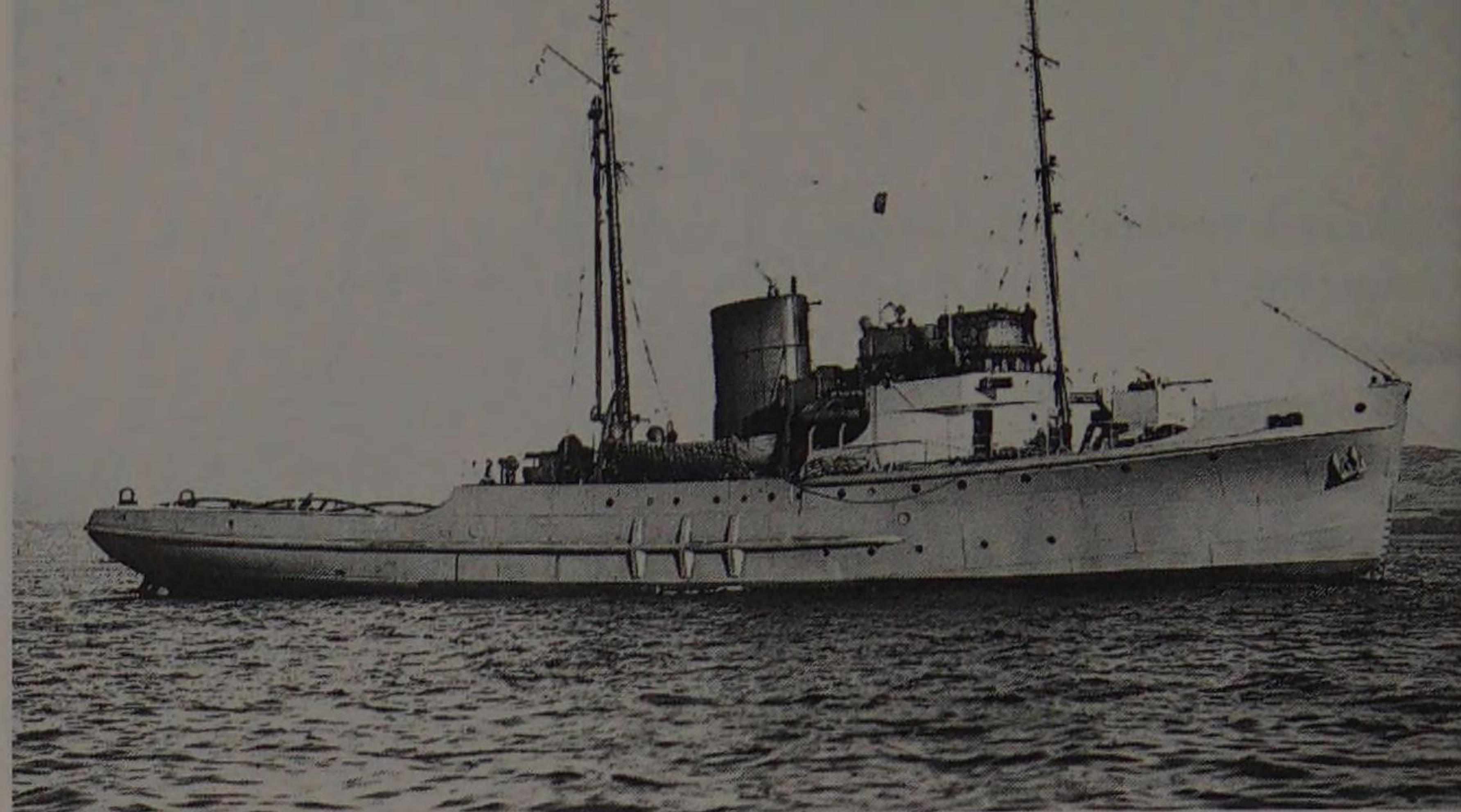
Bunkers & radius: O.F. 93 tons,nm @ ...k.

Armament: One 20mm AA, two .303in AA machine (1×2) guns.

Complement: 17.

“Maple” class: *†EMPIRE ARIEL, EMPIRE CEDAR, EMPIRE FOLK, *EMPIRE IMP, EMPIRE MAPLE, EMPIRE PLANE, *†EMPIRE SERAPH, EMPIRE SPRUCE, *EMPIRE TOBY, EMPIRE WILLOW.

As the shipbuilder was located well inland the beam was arbitrarily restricted to 20½ft in this design in order to negotiate a narrow river lock. This caused stability problems owing to increased topweight—steel wheelhouse, guns, larger lifeboats, etc.—and 10 tons of permanent ballast had to be shipped. As the hull could not accommodate a large enough natural draught boiler for the power specified, forced draught had to be used. Although intended for harbour duties a Kort nozzle was fitted in four units, which increased the bollard pull, but resulted in some loss of manoeuvrability.



Displacement: 275 tons except * 260 tons.

Dimensions: 92½ (pp)/97½ (oa) × 20½ × 10½d/9½ feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft (* Kort nozzle), reciprocating (VTE cyl 12in:20in:32in × 22in stroke except † cyl 11¾in:19½in:32in × 22in stroke) IHP 443 except * 495 = 10 knots.

Bunkers & radius: Coal 34 tons,nm @ ...k.

Armament: Four .303in AA machine (2×2) guns.

Complement: 10.

“Warrior” class: EMPIRE CUPID, EMPIRE DEMON, EMPIRE FARM, EMPIRE FRANK, †EMPIRE IVY, EMPIRE PINE, EMPIRE PIPER, †EMPIRE PIXIE, EMPIRE SINEW, EMPIRE WOLD.

This design was based on the mercantile *Warrior* completed by Scott's in 1935 for river and estuarial work. Being coal-fired the vessels were considered unsuitable for work abroad, as coal stocks were generally unavailable in the areas where they were required. Provision was made to ship three 20mm AA guns: one forward of the bridge, and two more at the aft end of the engine room casing; but few—if any—were so armed.

Right: The diesel-electric rescue tugs *Advantage* (upper) and *Eminent* (lower) were transferred under Lease/Lend arrangements; and had two diesel-generator sets supplying power to a single electric motor. They were armed with a 3in AA gun forward, and two 20mm AA (2×1) guns on the bridge wings. (IWM)

Displacement: 425 tons.

Dimensions: 107¾ (pp)/114½ (oa) × 26¼ × 13½d/12¾ feet.

Machinery: One SE cylindrical boiler (200lb/in² except † 210lb/in²), one shaft, reciprocating (VTE cyl. 16½in:27in:46in × 30in stroke except † cyl 16in:26in:43in × 30in stroke) IHP 1,000 = 12 knots.

Bunkers & radius: Coal 140 tons,nm @ ...k.

Armament: Three 20mm AA (3×1) guns.

Complement: 17.

Modified “Warrior” class: †EMPIRE BELLE, EMPIRE DORIS, †EMPIRE DOROTHY, EMPIRE GRIFFIN, †EMPIRE KATY, EMPIRE MADGE, EMPIRE MINNOW, EMPIRE NICHOLAS, †EMPIRE PEGGY, EMPIRE PHYLLIS, †EMPIRE SAMSON, †EMPIRE SOPHY, EMPIRE TITANIA.

This design was based on the mercantile *Roach* built by Scott’s in 1935, and while it would have been more appropriate to use this as the class name they were officially referred to as the modified “Warrior” class. On dimensions approximating those of the “Warrior” class the design incorporated oil-fired boilers—and could so be despatched abroad—and had sufficient space available for the extra crew that would be required for overseas deployment.

Displacement: 455 tons.

Dimensions: 106 (pp)/114 (oa) × 30 × 13½d/12 feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 16½in:27in:46in × 30in stroke except † cyl 16½in:28½in:47in × 30in stroke) IHP 1,100 = 12 knots.

Bunkers & radius: O.F. 95 tons,nm @ ...k.

Armament: Four .303in AA machine (2×2) guns.

Complement : 24.

“Foremost” class: EMPIRE ANN, EMPIRE CONNIE, EMPIRE FRED, EMPIRE GNOME, EMPIRE HARLEQUIN, EMPIRE JANE, EMPIRE JONATHAN, EMPIRE MINOTAUR, EMPIRE NED, EMPIRE PIERROT, EMPIRE POLLY, EMPIRE ROGER, EMPIRE SHIRLEY, EMPIRE SPITFIRE.

This design was based on Alexander Hall’s mercantile *Foremost 43* completed in 1928 for estuarial and river work, and was an alternative source of oil-fired tugs suitable for overseas employment.

Displacement: 391 tons.

Dimensions: 105¼ (pp)/112¾ (oa) × 27 × 12½d/11½ feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 16in:25in:42in × 27in stroke) IHP 938 = 11½ knots.

Bunkers & radius: O.F. 100 tons,nm @ ...k.

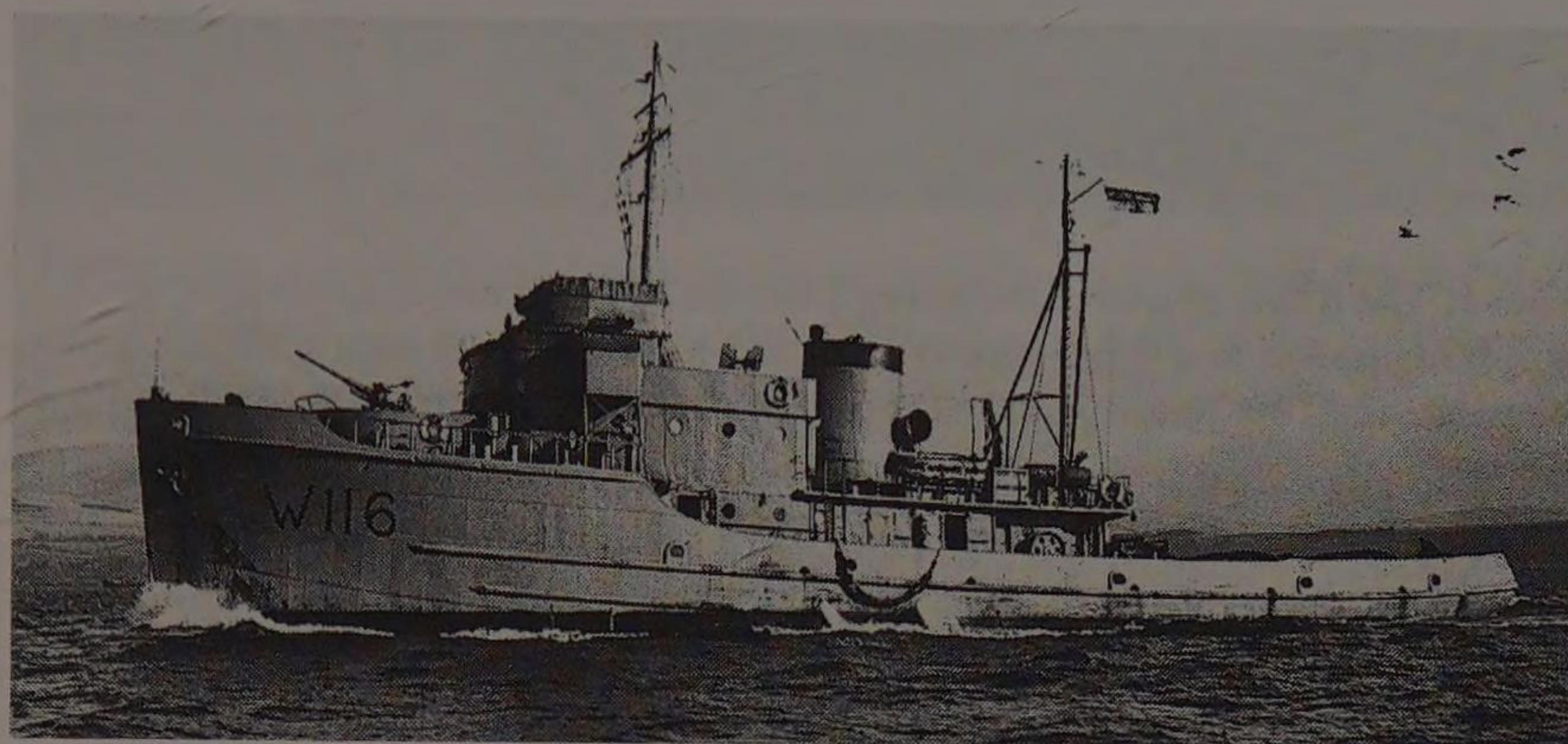
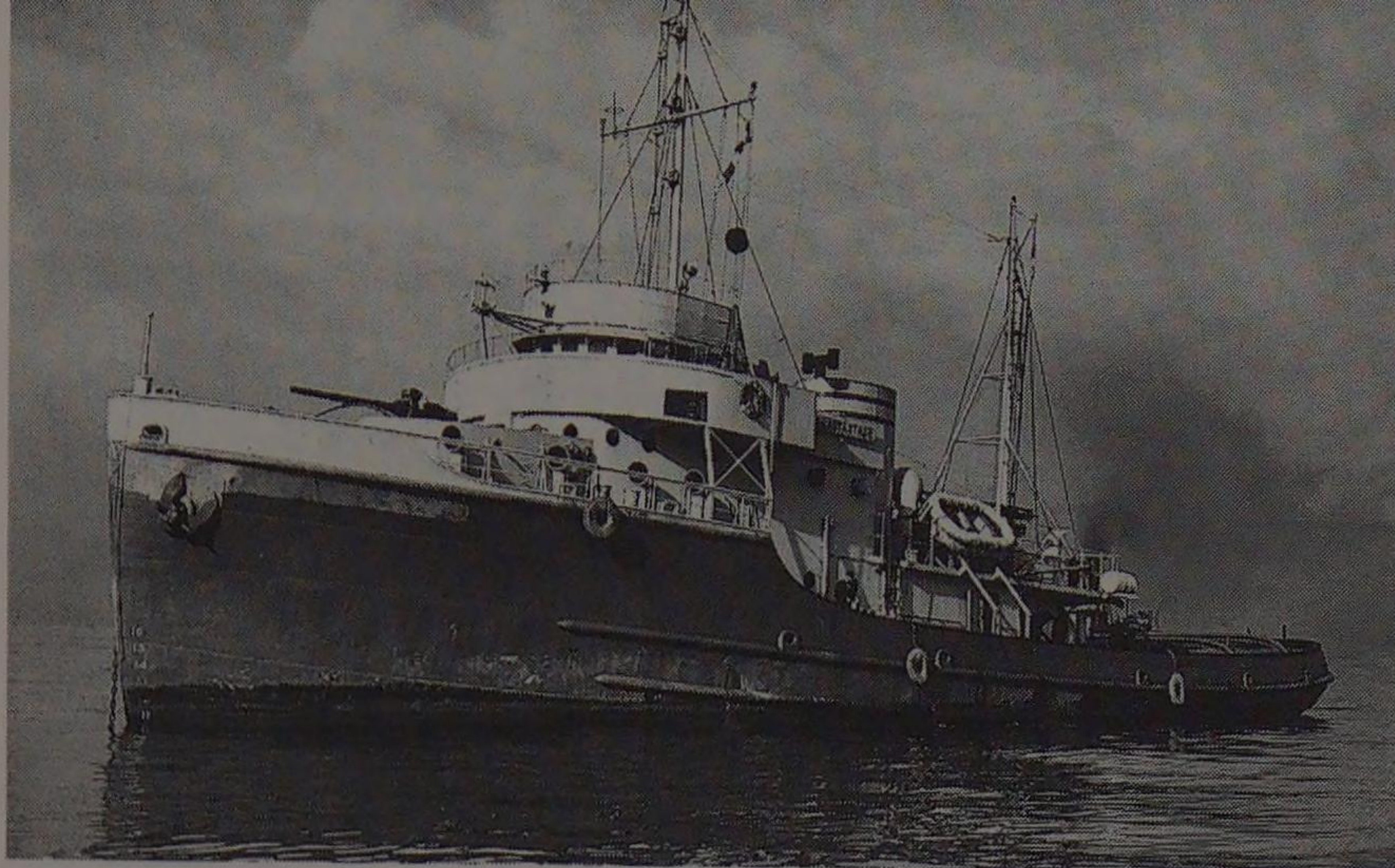
Armament: Four .303in AA machine (2×2) guns.

Complement: 17.

“Birch” class: †EMPIRE BEN, EMPIRE BIRCH, EMPIRE CHARLES, EMPIRE LINDEN, EMPIRE MASCOT, †EMPIRE OBERON, EMPIRE SPRITE, EMPIRE TEAK, EMPIRE TITAN.

This standard design was coal-fired, but was otherwise of similar dimensions to the earlier river/estuarial tugs. However, unlike the earlier units these vessels stepped their foremast aft of the bridge.

Displacement: 520 tons.



Dimensions: 106¾ (pp)/113½ (oa) × 26¾ × 13½d/12¼ feet.

Machinery: One SE cylindrical boiler (210lb/in²), one shaft, reciprocating (VTE cyl 16in:26in:43in × 30in stroke except † cyl 16½in:27in:46in × 30in stroke) IHP 1,000 = 11¾ knots.

Bunkers & radius: Coal 91 tons,nm @ ...k.

Armament: Four .303in AA machine (2×2) guns.

Complement: 17.

“Lawn” class: EMPIRE LAWN, EMPIRE MEAD.

Displacement: tons.

Dimensions: 107½ (pp)/116 (oa) × 27 × 13¾d/13 feet.

Machinery: One SE cylindrical boiler (190lb/in²), one shaft, reciprocating (VTE cyl 15½in:25½in:42in × 27in stroke) IHP 900 = 11 knots.

Bunkers & radius: O.F. tons,nm @ ...k.

Armament: Three 20mm AA (3×1) guns.

Complement: 24.

“BAT-1” class: ADVANTAGE, AIMWELL, ASPIRANT, ATHLETE, BOLD, CHEERLY, DESTINY, EMINENT, EMPHATIC, FAVOURITE, FLARE, FLAUNT, INTEGRITY, LARIAT, MASTERFUL, MINDFUL, ORIANA, PATROCLUS, RESERVE, SPRIGHTLY, TANCRED, VAGRANT, WEAZEL.

Displacement: 783 tons.

Dimensions: 135 (pp)/143 (oa) × 33¼ × 14¾d/13½ feet.

Machinery: One shaft, General Motors 12cyl (bore 8½in × 10½in stroke) diesel engines (two/shaft)/Allis-Chalmers generators (two/shaft)/Allis-Chalmers electric motor BHP/kW/SHP 2,400/1,610/1,875 = 14 knots.

Bunkers & radius: O.F. ... tons,nm @ ..k.

Armament: One 3in AA, two 20mm AA (2×1) guns.

Complement: 34.

“BYT-1” class: BUSY, CONFIDENT, HELPFUL, INTENT, RESOLUTE.

Displacement: 300 tons

Dimensions: 95 (pp)/102¼ (oa) × 24¼ × 10d/... feet.



Above: The diesel-electric rescue tug *Director* had one diesel-generator set supplying power to a single electric motor. She was armed with a 3in AA gun forward, and two 20mm AA (2×1) guns on the bridge wings. (IWM)

Machinery: One shaft, General Motors 12cyl (bore 8½in × 10½in stroke) diesel engine/Allis-Chalmers generator/Allis-Chalmers electric motor BHP/kW/SHP 1,200/805/1,000 = 12 knots.

Bunkers & radius: O.F. ... tons,nm @ ..k.

Armament: Two .5in AA machine (2×1) guns.

Complement: ...

“-ville” class: ADAMSVILLE, AUBURNVILLE, BAKERVILLE, BEAMSVILLE, BLISSVILLE, BONNYVILLE, COLVILLE, ECKVILLE, GRENVILLE (iii), HARTVILLE, HAYSVILLE, HODGEVILLE, INNISVILLE, JAMESVILLE, JOHNVILLE, KAYVILLE (ii), KINGSVILLE, LAKEVILLE, LAWRENCEVILLE, LISTERVILLE, LOGANVILLE, LUCEVILLE, MANNVILLE, MARTINVILLE, MARYSVILLE, MERRICKVILLE, NEVILLE, OTTERVILLE, PARKSVILLE, PIERREVILLE, PLAINVILLE, QUEENSVILLE, RADVILLE, ROSEVILLE, SHAWVILLE, STREETS-VILLE, YOUVILLE.

“ATR-1” class: DIRECTOR, EMULOUS, FREEDOM, JUSTICE.

Displacement: 1,360 tons.

Dimensions: 147 (pp)/165 (oa) × 33½ × ...d/15 feet.

Machinery: One water-tube boiler (...lb/in²), one shaft, reciprocating (VTE cyl 16in:26in:32in (2) × 24in stroke) IHP 1,875 = 12 knots.

Bunkers & radius: O.F. ... tons,nm @ ..k

Armament: One 3in AA, two 20mm AA (2×1) guns.

Complement: 32.

Modified “Hornby” class: EMPIRE DARBY, EMPIRE JOAN.

Displacement: tons.

Dimensions: 95¼ (pp)/103½ (oa) × 25 × 13d/12½ feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13¾in:24in:38in × 24in stroke) IHP 750 = 11 knots.

Bunkers & radius: O.F. tons,nm @ ...k.

Armament: Four .303in AA machine (2×2) guns.

Complement: 17.

“Glen-” class: GLENADA, GLENBROOK, GLENCOVE, GLENDEVON, GLENDON, GLENDOWER, GLENDYNE, GLENELLA, GLENELM, GLENEVIS, GLENFIELD, †GLENHOLM, GLENKEEN, GLENLEA, GLENLIVIT, GLENMONT, GLENMOUNT, GLENORA, GLENSIDE, †GLENVALLEY, GLENWOOD (i).

The construction of this class was shared between Russell (Owen Sound) and the Canadian Dry Dock (Kingston).

Displacement: 90 tons gross.

Dimensions: 75¾ (pp)/80 (oa) × 20 × 10d/7¼ feet.

Machinery: One shaft, Vivian 8cyl (bore 9in × 12in stroke) except † Enterprise 6cyl (bore 12in × 15in stroke) diesel engine BHP 300 = 9 knots.

Bunkers & radius: O.F. ... tons,nm @ ...k.

Complement: ...

“Envoy” class: ENCHANTER, ENCORE, ENFORCER, ENIGMA, ENTICER, ENVOY.

Displacement: 868 tons (1,332 tons full load).

Dimensions: 160 (pp)/174½ (oa) × 36 × 16½d/11¼ (15¾ full load) feet.

Machinery: Two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 18in:29½in:49in × 34in stroke) IHP 1,700 = 13 knots.

Bunkers & radius: O.F. 398 tons,nm @ ..k.

Armament: One 12pdr AA, one 2pdr AA, two 20mm AA (2×1), four .303in AA machine (2×2) guns.

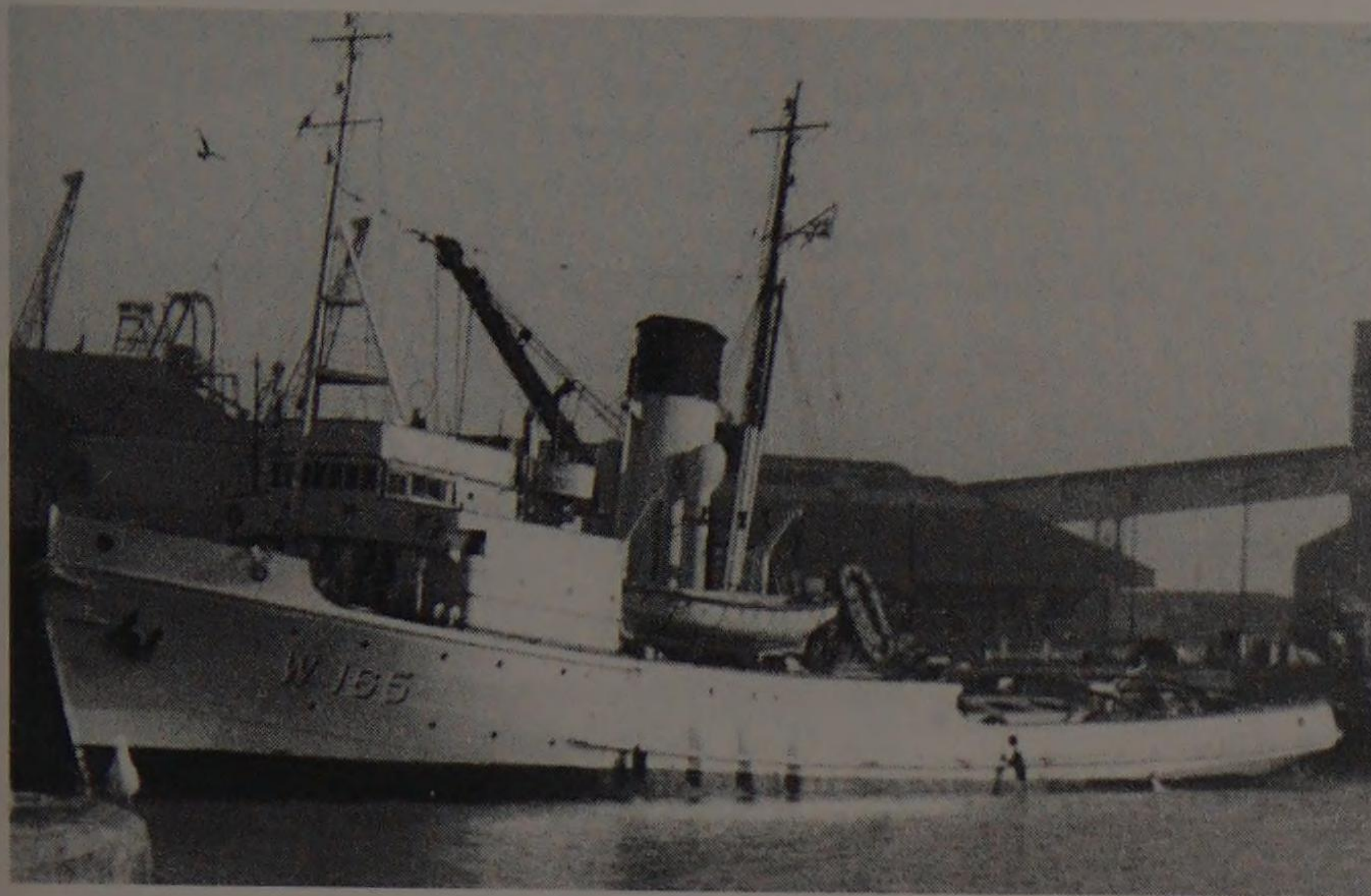
Complement: 33.

“-wood” class: ATWOOD, BRENTWOOD, EASTWOOD, GREENWOOD, INGLEWOOD, KIRKWOOD, LAKEWOOD, OAKWOOD, WILDWOOD.

60ft, one shaft, diesel engine BHP 250.

Below: The rescue tugs *Enchanter* (left) and *Encore* (right) were armed with two 20mm AA (2×1) guns on the bridge wings, and a 12pdr AA gun aft of the funnel. They were difficult to distinguish from the “Assurance” class except that the bridge was slightly lower, and there was more space between the bridge and the funnel. (IWM)





Above: The rescue tug *Envoy*.

“-ton” class: ALBERTON, BEAVERTON, BIRCHTON, CLIFTON, HEATHERTON, MAXWELLTON, NORTON, RIVERTON.

462 tons, 112ft, one shaft Sulzer diesel engine BHP 1,000

“Bird” class: BRONZEWING, EMU, *MOLLYMAWK.

These units were part of a larger tug building programme that involved supplying both the Australian Army and the Navy.

Displacement: 246 tons.

Dimensions: (pp)/98¾ (oa) × 21¼/22½ (max) × ...d/7¾ feet.

Machinery: One shaft, Crossley HR 8cyl (bore ...in × ...in stroke) diesel engine BHP 510 = 9½ knots.

Bunkers & radius: O.F. 28½ except * 29¾ tons, 3,800/2,850nm @ 8¼/9½k.

Complement: 16.

“Rock-” class: ROCKBIRD, ROCKCLIFFE (ii), ROCKCRYSTAL, ROCKDOE, ROCKELM, ROCKFOREST, ROCKHAWK, ROCKHILL, ROCKPORT, ROCKRUBY, ROCKTHRUSH, ROCKWING, ROCKWOOD.

Displacement:

Dimensions: 105 (pp)/113½ × 30 × 13½d/.... (12½ full load) feet.

Machinery: One SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 16½in:27in:46in × 30in stroke) IHP 900 = 10 knots.

Bunkers & radius: O.F. ... tons,nm @ ...k.

Complement: ...

“TB-1” class: Nos.1–12.

These units were part of a larger wood tug building programme that involved supplying both the Australian Army and the Royal Australian Air Force, as well as the Royal Australian Navy.

Displacement: 30 tons.

Dimensions: (pp)/45¾ (oa) × 15¼ ×d/6 feet.

Machinery: One shaft, Grays ...cyl (bore ...in × ...in stroke) or Hercules ...cyl (bore ...in × ...in stroke) diesel engine BHP = 8 knots.

Bunkers & radius: O.F. 1,940 gallons, 500nm @ 8k.

Complement: 8.

“Gatling (ii)” class:

“B” class: B.1/10.

..... tons gross: 72 (pp)/.... (oa) × 16½ × 6d/.... feet: two shafts, Crossley BWM 6cyl (bore ...in × ...in stroke) diesel engines BHP = ... knots, O.F. ... tons (.....nm @ ...k): complement ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Requisitioned 14/9/40							
W....	ORIENT ex-Sampson	Laird (Birkenhead)	Laird (Birkenhead)	70	31. 1.77	77	Returned unsuitable 1/11/40.
Ordered .././98							
W.24	ADVICE	London & Glasgow (Govan)	.....	.....	2.10.99	.....	Sold J Scott 20/10/50, arrived Cork .././50 for scrapping.
W.19	CRACKER	-do-	.....	.....	7.12.99	.....	Sold T W Ward .././56, arrived Grays 16/7/56 for scrapping.
W.71	ENERGETIC	J Brown (Clydebank)	.....	.....	22. 5.02	.....	Sold Shaws .././53, arrived Rainham ../6/53 for scrapping.
W.32	INDUSTRIOUS	Barclay Curle (Whiteinch)	.....	.....	19. 6.02	.....	Scrapped Netherlands ../12/59.
W.61	VOLATILE ex-Volcano	-do-	.....	.....	21. 2.99	.....	Sold T W Ward .././57, arrived Grays 18/4/57 for scrapping.
Ordered .././98							
W.05	EMPRISE ex-Enterprise	Bow McLachlan (Paisley)	.....	.....	2.10.99	.....	Sold .././47
C.2	VIGILANT	.....	.....	.....	.....	.....	Sold .././...
Re-purchased .././36							
W....	EMILY	Seath (Rutherglen)	.....	.....	28.11.01	.....	Bombed German aircraft Malta 7/4/42.
W....	MARCHWOOD	Dundee Shipbuilding	.....	.....	23.11.00	.....	Sold .././48.
Purchased .././00							
C.120	CARBON ex-John Holloway	.....	.....	.....	.....	.....	Sold .././47.

Purchased ../3/00							
C.62	HALLGARTH <i>ex-Cumbria</i>	Lytham Shipbuilding	Lytham Shipbuilding	.....	.....	.....95	Sold ../../43.
Purchased .././01							
C.320	WELSHMAN	.....	.....	.....	.....	.....	Sold ../../47.
Purchased 12/1/12							
W.45	TYKE	.....	.....	.....	.....	.....11	Sold ../../47.
Purchased 12/3/13							
W.33	TERRIER <i>ex-Viking</i>	.....	.....	.....	.....	.....	Sold ../../48.
Ordered .././..							
W.77	ALLIANCE (i)	Chatham Dockyard	.....	.....	23. 8.10	.....	Lost cause unknown Hong Kong 19/12/41.
W.41	ATLAS	-do-	.....	.....	2. 9.09	.....	Sold Albery Yard (Southampton) 19/5/58.
W.03	PILOT	-do-	.....	.....	2. 9.09	.....	Sold Dutch shipbreaker ../../60, arrived 27/3/60 for scrapping.
W.21	RECOVERY <i>ex-Rollicker, ex-Rover</i>	-do-	.....	.....	12.10.08	.....	Sold Irish shipbreaker ../../57, arrived Passage West 18/9/57 for scrapping.
Ordered .././..							
W.28	ROBUST	Bow McLachlan (Paisley)	.....	.....	24. 9.07	.....	Scrapped ../../55.
W.26	GRAPPLER	Chatham Dockyard	.....	.....	4. 9.08	.....	Sold Dover Industries ../../57, arrived Dover 20/5/57 for scrapping.
W.80	RAMBLER	J Brown (Clydebank)	J Brown (Clydebank)	.....	21.12.08	.....	Scrapped ../../53.
Ordered .././..							
W.15	FIRM	Chatham Dockyard	.....	.....	23. 8.10	.....	Sold Belgian shipbreaker ../../60, arrived Antwerp 2/9/60 for scrapping.
W.86	HELLESPONT	Earle's (Hull)	Earle's (Hull)	.....	10. 5.10	.....	Bombed Italian aircraft Malta ../4/42, salved & scuttled off Malta ../../43.
W.48	SANDBOY <i>ex-Strenuous</i>	Thornycroft (Wools- ton)	Thornycroft (Wools- ton)	.....	7.12.12	.....	Expended as target off Bermuda 27/6/47.
W.12	SWARTHY <i>ex-Sturdy</i>	-do-	-do-	.....	12.11.12	.....	Sold Irish shipbreaker ../../61, arrived Haulbowline 24/3/61 for scrapping.
Ordered .././..							
W.38	CAMEL	Bow McLachlan (Paisley)	.....	.....	19.10.14	15	Sold Haulbowline Industries ../../62, arrived Passage West ../../62 for scrapping.
W.34	ANCIENT <i>ex-Veteran</i>	Thornycroft (Wools- ton)	Thornycroft (Wools- ton)	.....	30. 8.15	.....	Scrapped Italy ../../54.
W.53	SPRITE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	.....	23. 8.15	.....	Sold Dutch shipbreaker ../../60, arrived 27/3/60 for scrapping.
Ordered .././14							
W.42	PERT	Thornycroft (Wools- ton)	Thornycroft (Wools- ton)	.....	5. 4.16	16	Sold F Risdijk ../../62, arrived Hendrik-Ido-Ambacht ../../62 for scrapping.
Purchased 5/2/15							
W.95	RIVAL <i>ex-Jason</i>	Scott (Bowling)	.....	.....	.....15	.....	Sold ../../47.
Purchased ../3/15							
C.108	FLAMER	Scott (Bowling)	.....	.....	.....15	.....	YC.298 (1943); sold H G Pounds ../6/48, arrived Portsmouth ../../48 for scrapping.
Purchased 6/10/15							
W.16	CONQUERESS	Hepple (South Shields)	.....	.....	.....13	.....	Sold Pollock & Brown 6/5/53, arrived Northam ../../53 for scrapping.
Requisitioned .././41							
.....	AGHIOS GEORGIOS <i>ex-Seadog, ex-Stalwart</i>	Ardrossan Dry Dock- ing	Aitchison Blair (Clydebank)	.....	.....16	 9.16	Store carrier; foundered Mozambique Channel 8/6/42.
Purchased .././17							
C.102 W.73	STOBO CASTLE	J Cran (Leith)	.....	.....	.....17	.....	Sold Jos de Smedt ../8/63 & scrapped Belgium.
Purchased .././18							
W.67	MARY TAVY	Philip (Dartmouth)	Philip (Dartmouth)	.....	.....18	 6.18	Mercantile <i>Danny</i> (1947); sold
Requisitioned .././39							
W....	SAUCY (i)	Livingstone & Coop- er (Hessle)	Bellis & Morcom (Birmingham)	.....	.....18	 8.18	Mined Forth 4/9/40.
Ordered ../2/17							
W.85	RESOLVE	Ayrshire Dockyard (Irvine)	.....	.....	30. 7.18	.....	Sold J Scott 22/9/50.

W.92	RESPOND	-do-	.....	.....	21.11.18	.....	Scrapped Italy .././56.
W.84	RETORT	Day Summers (Southampton)	Day Summers (Southampton)	.....	.....18	18	Sold 19/9/58.
W.95 W.00	ROLLICKER	Ferguson (Port Glas- gow)	Ferguson (Port Glas- gow)	.....	16. 1.19	.....	Sold Clayton & Davie 24/6/52, arrived Dunston .././52 for scrapping.
W.91	ROYSTERER	Thornycroft (Wools- ton)	Thornycroft (Wools- ton)	.....	4. 2.19	.....	Scrapped Italy ../12/54.

Ordered .././18

C.9	WEST ACRE	W J Yarwood (North- wich)	W J Yarwood (North- wich)	.....	.....18	19	Mercantile <i>Lavernock</i> (1950); sold
W.68	WEST BAY	-do-	-do-	.....	10.10.18	19	Mercantile <i>Larkspur</i> (1953); sold
W.10	WEST COCKER	Philip (Dartmouth)	Philip (Dartmouth)	.....	.....19	.....	AMS; bombed Italian aircraft Malta 9/4/42 & wreck scrapped ../7/43.
W.37	WEST CREEK	W J Yarwood (North- wich)	W J Yarwood (North- wich)	.....	24.12.18	19	Mercantile <i>Margaret Lamey</i> (1948); sold
W....	WEST DEAN	Philip (Dartmouth)	Philip (Dartmouth)	.....	.....19	.....	Bombed Italian aircraft Malta 28/4/42.
W.58	WEST HYDE	Crabtree (Great Yar- mouth)	Crabtree (Great Yar- mouth)	.....	.....19	19	Mercantile <i>Seasider</i> (1948); sold

Requisitioned ../8/39

FY.1672	SALVO ex-Kestrel, ex- Astrid, ex-West Heath	Crabtree (Great Yar- mouth)	Crabtree (Great Yar- mouth)		18	10.18	AMS; returned 27/7/45.
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Ordered .././18

W....	ANCONA	Scarr (Hessle)			2. 4.19		Sold .././...
W....	COCHIN (i)	W J Yarwood (North- wich)	W J Yarwood (North- wich)		20. 5.19	19	Sold .././46.
W.74	WYANDOTTE	Rowhedge Ironworks	.....	.....	.....19	20	Sold .././48.

Ordered ../4-8/18

W.02	ST ABBS	Ferguson (Port Glas- gow)	Ferguson (Port Glas- gow)	18	17.12.18	19	Bombed German aircraft off Dunkerque 1/6/40.
W.46	ST BLAZEY	Cran & Somerville (Leith)	.....	.....18	16. 1.19	19	Expended as target off Bermuda .././47.
W.56	ST BREOCK ex-St James	Hong Kong & Whampoa	Hong Kong & Whampoa	19	10.11.19	20	Bombed Japanese aircraft off Sumatra 14/2/42.
W.06	ST CLEARS	Livingstone & Coop- er (Hessle)	.....	.....	.....19	.....	Mercantile (name unchanged – 1948).
W.47	ST CYRUS	Crichton (Chester)	.....	.....18	5. 4.19	19	Mined off the Humber 22/1/41.
W.55	ST DAY	Taikoo Dockyard	Cockburns (.....)	18	20.11.18	19	Mercantile <i>Ursus</i> (1948).
W.66	ST DOGMAEL	-do-	.....	.....	.....19	.....	Sold ../10/50.
W.74	ST FAGAN	Lytham Shipbuilding	Lytham Shipbuilding	18	21. 9.18	19	Bombed German aircraft off Dunkerque 1/6/40.
W.25	ST ISSEY	Napier & Miller (Old Kilpatrick)	.....	.....	.....18	.....	Torpedoed German submarine U.167 off Benghazi 28/12/42
W.90	ST JUST	-do-	.....	.....	.....19	.....	Bombed Japanese aircraft off Sumatra 14/2/42.
W.27	ST MARTIN	Livingstone & Coop- er (Hessle)	.....	.....	.....19	.....	Sold ../11/46.
W.81	ST MELLONS	Harland & Wolff (Govan)	Harland & Wolff (Govan)	.....	.....18	.....	Sold H G Pounds 8/7/49, arrived Portsmouth .././49 for scrapping.
W.63	ST MONANCE	Hong Kong & Whampoa	Hong Kong & Whampoa	19	11. 9.19	20	Sold ../4/48.
W.34	ST OMAR	Ferguson (Port Glas- gow)	Ferguson (Port Glas- gow)	19	15. 9.19	20	Sold ../4/48.

Requisitioned .././39

.....	ST GILES ex-Khalifa, ex- St Giles	Ferguson (Port Glas- gow)	Ferguson (Port Glas- gow)	18	14. 5.19	19	RAN APV, target service (1945); returned .././46.
W.04	TOIA ex-St Boniface, ex-St Fergus	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	19	16. 6.19	 9.19	RNZN; sold .././55.

Requisitioned ../12/39

.....	ST OLAVES	Harland & Wolff (Govan)	Harland & Wolff (Govan)	18	27.12.18	 3.19	Wrecked near Duncansby Head 21/9/42.
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Requisitioned .././40

.....	ALARM (i) ex-St Ewe	Murdoch & Murray (Port Glasgow)	Ross & Duncan (Glas- gow)	18	1. 4.19	 6.19	AMS, ALARM II (1942); returned .././45.
.....	HEROS ex-St Erth	-do-	-do-	18	28. 2.19	 5.19	RAN AMS, harbour service (1941); returned .././46.

Requisitioned ../1/40

W.09	CAROLINE MOLLER ex-St Mabyn	Livingstone & Coop- er (Hessle)	Earle's (Hull)	19	19	10.19	Torpedoed German MTB S.... North Sea 7/10/42.
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Requisitioned ../2/40							
.....	ST AUBIN	Harland & Wolff (Govan)	Harland & Wolff (Govan)		18		AMS; returned 21/10/46.
.....	ST SAMPSON	Hong Kong & Whampoa	Hong Kong & Whampoa	19	19	 6.19	APV, AMS (1941); foundered Red Sea 7/3/42.
Seized 3/7/40							
W....	ABEILLE 22 <i>ex-St Minver</i>	Day Summers (Southampton)	Day Summers (Southampton)	19	19	12.19	MOWT (1940); returned ../../45.
Requisitioned .././41							
	OCEANEAGLE <i>ex-St Arvans</i>	Day Summers (Southampton)	Day Summers (Southampton)	18	19	 7.19	RCN AMS; returned ../../44.
Requisitioned ../1/41							
	ST ANNE <i>ex-Cascapedia, ex-St Anne</i>	Ferguson (Port Glas- gow)	Ferguson (Port Glas- gow)	18	15. 4.19	19	RCN examination service; returned ../../43.
Requisitioned ../3/41							
.....	ST DOMINIC	Hong Kong & Whampoa	Hong Kong & Whampoa	.....	.....19	 5.19	Lost cause unknown south of Saddle Island 8/12/41.
Requisitioned ../4/41							
.....	PAULINE MOLLER <i>ex-Henry Burton, ex-St Bees</i>	Harland & Wolff (Govan)	J Brown (Clydebank)	.....	.....18	10.18	Returned ../../...
Purchased 30/5/18							
W.65	POET CHAUCER	Bailey (Hong Kong)	.....	.....	8.10.19	20	Lost cause unknown Hong Kong 19/12/41.
Purchased .././19							
W....	BUCKIE BURN	McGregor (Kirkintil- loch)	.....	.....	.....19	.....	Scrapped ../../58.
W.64	RATHVEN BURN	-do-	.....	.....	.....19	.....	Sold ../../46.
Ordered .././..							
W....	WAINSCOTT	.....	.....	.....	.....	.....20	Sold ../../48.
Ordered .././..							
.....	LOCH LONG (i)	 (Paisley)	.....	.....	.....26	.....	Foundered Singapore ../9/47.
Purchased .././32							
W.08	PERSEVERANCE <i>ex-Imara</i>	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	30	5. 2.31	31	Sold 1960s.
Ordered .././32							
.....	WATTLE	Cockatoo (Sydney)	Cockatoo (Sydney)	.....	.....	15. 2.34	RAN; museum ship (1971), mercantile (1979).
Ordered .././34							
	USEFUL	Philip (Dartmouth)	.....	.....	17. 4.35	.....	Sold ../../59.
Ordered .././34							
W....	CARBINE	W J Yarwood (North- wich)	.....	.....	19. 3.35	.....	Mercantile (name unchanged – 1960).
Ordered .././35							
W.52	GATLING (i)	Hong Kong & Whampoa	Hong Kong & Whampoa	.....	.....37	.....	Captured IJN Hong Kong ../12/41, BOOMERANG (1946); sold 17/10/51.
Ordered .././36							
W.57	TAMPEON	W J Yarwood (North- wich)	.....	.....	14. 7.38	39	For sale ../../64.
W.29	TRUNNION	-do-	.....	.....	19. 5.38	39	Sold H G Pounds ../12/63, arrived Portsmouth ../../64 for scrapping.
Ordered 17/10/36							
W.83	BRIGAND	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)		8. 7.37		Sold Italian shipbreaker 23/9/60, arrived La Spezia ../../60 for scrapping.
W.49	BUCCANEER	-do-	-do-		7. 9.37		Collision destroyer SAINTES location unknown 25–26/8/46.
Ordered 19/3/37							
W.69	BANDIT	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)		15. 2.38		BRITON (1947); scrapped Antwerp ../../60.
Ordered 13/5/38							
W.98	MARAUDER	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)		9.11.38		Mercantile <i>Emerson K</i> (1958); scrapped South Africa ../../66.
Ordered 4/10/39							
W.01	FREEBOOTER	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)		29.11.40		Scrapped Genoa ../../59.

Ordered .././37

W....	FOREMOST	Cook, Welton & Gemmell (Beverly)			38	38	Sold Jos de Smedt .././67, arrived Belgium .././67 for scrapping.
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Ordered 25/3/38

W.22	WAVE	Taikoo Dockyard (Hong Kong)			18. 1.39		WAVELET (1947).
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Ordered 2/10/40

W.76	GRINDER	 (Hong Kong)			5. 5.43		Captured incomplete & IJN NAGASHIMA (1942).
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Ordered 15/11/40

W....	WATERFALL	Taikoo Dockyard (Hong Kong)			17.11.41		Lost incomplete Hong Kong ../12/41.
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Ordered 10/6/41

W....	SKILFUL	Taikoo Dockyard (Hong Kong)					Lost incomplete Hong Kong ../12/41.
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Ordered 28/6/41

W.102	LANTAKA	 (Singapore)					Lost incomplete Singapore ../2/42.
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Ordered 15/4/39

W.31	FLAMER	A Hall (Aberdeen)			23. 5.40		Sold J A White 21/4/67, arrived St Davids-on-Forth .././67 for scrapping.
W.79	FRESCO	-do-	.....	.....	20. 6.40	.....	HANDMAID (1941); sold P & W McLellan 10/7/70, arrived Bo'ness .././70 for scrapping.
W.60	IMPETUS	-do-	.....	.....	25. 1.40	.....	

Ordered .././41

W.100	DRIVER	A Hall (Aberdeen)	.....	.....	9.10.40	.....	For sale Gibraltar .././64.
W.101	ENERGY (ii)	-do-	.....	.....	26.20.42	.....	For sale .././64.

Ordered .././39

W.123	NIMBLE	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	4. 6.41	4.12.41	6. 4.42	Sold 5/6/71.
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Ordered .././44

W.172	EXPERT	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	23. 6.44	14. 2.44	29. 8.45	Mercantile <i>Nisos Myokos</i> (1968).
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Ordered .././45

W.172	CAPABLE	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	45	22.11.45	46	Sold Arnott Young 18/7/73, arrived Dalmuir .././73 for scrapping.
W.172	CAREFUL	A Hall (Aberdeen)	A Hall (Aberdeen)	45	23.10.45	46	Sold T W Ward .././73, arrived Briton Ferry ../8/73 for scrapping.

Requisitioned ../8/39

W.07	STALWART <i>ex-Theodor Woker</i>	Inglis (Pointhouse)	Lobnitz (Renfrew)	22. 7.38	23. 5.39	11. 9.39	Returned .././41
W....	WATERMEYER <i>ex-T H Watermeyer</i>	-do-	-do-	22. 7.38	6. 7.39	1.11.39	Returned ../11/40.

Ordered 16/10/39

W.59	ASSURANCE	Cochrane (Selby)	C D Holmes (Hull)	18.12.39	23. 5.40	28. 9.40	Wrecked Lough Foyle 18/10/41.
W.18	DILIGENT	-do-	-do-	27.12.39	22. 6.40	19.10.40	TENACITY (1940), ADHERENT (ii) (1947), mercantile <i>Hermes</i> (1962), <i>RivTow Viking</i> (1970).
W.73	PRUDENT	-do-	-do-	11. 3.40	6. 8.40	19.11.40	CAUTIOUS (1947), mercantile <i>RivTow Lion</i> (1965).
W.39	RESTIVE	-do-	-do-	25. 4.40	4. 9.40	12.12.40	Mercantile <i>Ventura</i> (1965), <i>Nullagine</i> (1966), <i>Man Soon</i> (1971).

Ordered 24/9/40

W.11	FRISKY	Cochrane (Selby)	C D Holmes (Hull)	16. 1.41	27. 5.41	20. 9.41	Mercantile <i>Hassan</i> (1948), <i>Vernicos</i> (1971); scrapped Piraeus .././73.
W.30	JAUNTY	-do-	-do-	15. 2.41	11. 6.41	7.11.41	Sold .././66.

Ordered 10/1/41

W.107	ADEPT	Cochrane (Selby)	C D Holmes (Hull)	29. 5.41	25. 8.41	 3.42	Wrecked Hebrides 17/3/42.
W.108	ADHERENT (i)	-do-	-do-	12. 6.41	24. 9.41	30. 3.42	Foundered North Atlantic 14/1/44.

Ordered 26/4/41

W.109	CHARON	Cochrane (Selby)	C D Holmes (Hull)	14. 8.41	21.11.41	10. 6.42	ALLIGATOR (ii) (1947), mercantile <i>Irving Birch</i> (1958), <i>Irving Forty</i> (1967); scrapped UK .././72.
W.110	DECISION	-do-	-do-	27. 8.41	20.12.41	30. 7.42	HENGIST (1948), mercantile <i>Nisos Crete</i> (1965); scrapped Greece .././72.

Ordered 1/7/41

W.111	DEXTEROUS	Cochrane (Selby)	C D Holmes (Hull)	26.11.41	3. 4.42	14. 9.42	Mercantile <i>Zurmand</i> (1957), <i>Nisos Ikaria</i> (1965); scrapped Greece .././71.
W.112	GRIPER	-do-	-do-	23.12.41	16. 5.42	9.10.42	Mercantile (name unchanged – 1946), <i>Surabajah</i> (1962), <i>Selat Surabajah</i> (19..).

Ordered 29/10/41

W.96	PROSPEROUS	Cochrane (Selby)	C D Holmes (Hull)	9. 3.42	29. 6.42	21.11.42	Mercantile <i>Eyforia</i> (1965), <i>Eforia</i> (1967), <i>Captain Spyromilios</i> (1968).
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W.97	RESCUE	-do-	-do-	5. 4.42	29. 7.42	21.12.42	HORSA (1942); wrecked east coast of Iceland 16/3/43.
Ordered 26/1/42							
W.131	SAUCY (ii)	Cochrane (Selby)	C D Holmes (Hull)	30. 6.42	26.10.42	27. 2.43	Mercantile <i>Nisos Chios</i> (1965); scrapped Greece ../../73.
W.87	STORMCOCK	-do-	-do-	30. 7.42	24.11.42	29. 3.43	STORMKING (1943), mercantile <i>Tryphon</i> (1947), <i>Melanie Fair</i> (1959), <i>Toro</i> (1961); scrapped Italy ../../69.
Ordered ../../42							
W.50	ALLEGIANCE	Cochrane (Selby)	C D Holmes (Hull)	27.10.42	22. 2.43	24. 5.43	Mercantile <i>Allegiance 2</i> (1949), <i>Kowloon Docks</i> (1955); foundered stress of weather 100nm off Hong Kong 1/9/62.
W.141	ANT	-do-	-do-	25.11.42	24. 3.43	28. 6.43	ANTIC (1942), RNethN (1943/45); scrapped Blyth ../../69.
W.142	ASSIDUOUS	-do-	-do-	23. 2.43	4. 6.43	5.10.43	Mercantile <i>Irving Tamarack</i> (1961); scrapped Canada ../../68.
W.143	EARNEST	-do-	-do-	24. 3.43	3. 7.43	18.10.43	EARNER (1943), mercantile <i>Nisos Rodos</i> (1965); scrapped Greece ../../72.
W.144	SESAME	-do-	-do-	9. 6.43	1.10.43	18. 1.44	Torpedoed German MTB S.... off Normandie beaches 11/6/44.

Ordered 16/10/39							
W.51	ALLIGATOR (i)	R Dunston (Hessle)	.....	.....	16.10.40	.....	Lost unknown cause East Indies ../3/45.
W.88	CROCODILE	-do-	.....	.....	2.12.40	.....	Wrecked Sind coast 3/5/46, salvd & sold ../1/47.

Ordered 6/4/40							
W.72	BUSTLER	H Robb (Leith)	British Auxiliaries (Govan)	.....	4.12.41	.....	Mercantile (name unchanged – 1947/58), <i>Mocni</i> (1973), <i>Smjeli</i> (1975); scrapped Yugoslavia ../../89.
W.23	SAMSON	-do-	-do-	.....	1. 4.42	.....	SAMSONIA (1942), mercantile <i>Foundation Josephine</i> (1947/52), <i>Jaki</i> (1974).

Ordered 25/2/41							
W.105	GROWLER	H Robb (Leith)	British Auxiliaries (Govan)	.....	10. 9.42	.....	Mercantile <i>Caroline Moller</i> (1947), <i>Castle Peak</i> (1952/54), <i>Welshman</i> (1958), <i>Cyclone</i> (1963).
W.106	HESPER	-do-	-do-	.....	10.11.42	.....	HESPERIA (1942); wrecked Libyan coast 9/2/45.

Ordered 7/8/42							
W.125	MEDIATOR	H Robb (Leith)	British Auxiliaries (Govan)	.....	21. 6.44	.....	Mercantile <i>Nisos Zakynthos</i> (1965), <i>Atlas</i> (1977), RHN (1979).
W.164	REWARD	-do-	-do-	.....	13.10.44	.....	Mercantile (name unchanged – 1963/65), patrol vessel (1975); collision mercantile <i>Plainsman</i> Forth 10/8/76, salvd & sold J A White ../8/76, arrived St Davids-on-Forth ../8/76 for scrapping.

Ordered 1/1/43							
W.169	TURMOIL	H Robb (Leith)	British Auxiliaries (Govan)	.....	14. 7.44	.....	Mercantile (name unchanged – 1946/57), <i>Nisos Kerkyra</i> (1968), <i>Matsas</i> (1971).
W.170	WARDEN	-do-	-do-	.....	28. 6.45	.....	Mercantile <i>Twyford</i> (1946/51), <i>Nisos Delos</i> (1969), <i>Vernicos Dimitros</i> (1972).

Ordered ../../40							
W....	MINION	Philip (Dartmouth)	.....	.....	22. 5.40	.....	Sold H G Pounds 19//8/60, arrived Portsmouth ../../60 for scrapping/mercantile conversion?

Ordered 27/5/44							
W.182	BOMBSHELL	Philip (Dartmouth)	.....	.....	14. 4.45	.....	Mercantile (1972).
W.185	CHAINSHOT	-do-	.....	.....	10. 5.46	.....	Mercantile <i>Aeolus</i> (1973).
W.184	GRAPESHOT	-do-	.....	.....	21. 7.45	.....	Mercantile (1974).
W.183	ROUNDSHOT	-do-	.....	.....	14. 6.45	.....	Sold Singapore 5/6/69 for scrapping/mercantile conversion?

Ordered ../../40							
W....	EMPIRE ACE	Cochrane (Selby)	Amos & Smith (Hull)	.....	12. 9.42	22.12.42	Lost cause & place unknown 15/3/44, salvd 10/5/44, DILIGENT (1947), USN EMPIRE ACE (1961/64), wrecked 4nm south of Campbeltown 11/11/68, salvd 28/3/69 & written-off as constructive total loss; sold A Macfadyen ../../70, arrived Campbeltown ../../70 for scrapping.
W....	EMPIRE BAR-BARA	-do-	-do-	.....	5.10.44	6. 2.45	ADEPT (1947), RCeyN ALIYA (1957); scrapped Sri Lanka ../../78.
W....	EMPIRE BETSY	-do-	-do-	.....	14.12.43	4. 5.44	Mercantile <i>Soegio</i> (1946); mined south-east of Borneo 12/2/48.
W....	EMPIRE CHRIS-TOPHER	-do-	-do-	.....	9. 5.44	29. 8.44	Mined Maungmagan Bay 21/4/46.
W....	EMPIRE DENNIS	-do-	-do-	.....	26. 9.42	12. 1.43	Mercantile <i>Flying Meteor</i> (1948), <i>Royal Rose</i> (1962), <i>Yewgarth</i> (1963), collision mercantile <i>Aldersgate</i> Cardiff Docks 14/9/65 & beached, salvd 20/9/65 & written-off as constructive total loss; sold J Cashmore 21/9/65, arrived Newport 21/9/65 for scrapping.

W.155	EMPIRE FAIRY	-do-	-do-	.....	5. 1.42	19. 5.42	Mercantile (name unchanged – 1946), <i>Nathamee</i> (1948).
W....	EMPIRE HUMPH- REY	-do-	-do-	.....	2. 9.43	21.12.43	Mercantile <i>Suus</i> (1946), <i>Laut Sawu</i> (1961).
W....	EMPIRE JENNY	-do-	-do-	.....	4.10.44	16. 1.45	AID (1947), mercantile <i>Irving Teak</i> (1961); scrapped Canada 6/6/77.
W.129	EMPIRE JOSEPH- INE	-do-	-do-	.....	9. 5.44	15. 9.44	RHKP (name unchanged – 1946), mercantile <i>Yau Wing No. 25</i> (1965), <i>Fedredge Josephine</i> (1966); sold Wo Hing .././67, arrived Hong Kong ../9/67 for scrapping.
W.159	EMPIRE SAM	-do-	-do-	.....	1. 6.42	3. 9.42	RHKP (name unchanged – 1947), mercantile <i>Yau Wing No. 23</i> (1965), <i>Fedredge Sam</i> (1966); sold Wo Hing .././67, arrived Hong Kong ../9/67 for scrapping.
W....	EMPIRE VIN- CENT	-do-	-do-	.....	3. 9.43	18. 1.44	RThN SAMAESAN (1945); scrapped .././83?

Ordered .././40

W....	EMPIRE ARIEL	R Dunston (Thorne)	Crabtree (Great Yar- mouth)	.....	16. 9.42	14.11.42	Mercantile <i>Ariel</i> (1947), <i>Jolasry 5</i> (1951), <i>Velox</i> (1956), barge <i>Manuella F</i> (1975).
W....	EMPIRE CEDAR	-do-	McKie & Baxter (Paisley)	.....	26. 9.41	12.11.41	Mercantile <i>Handyman</i> (1947); sold P & W MacLellan .././66, arrived Bo'ness 27/4/66 for scrapping.
W....	EMPIRE FOLK	-do-	-do-	.....	18. 3.42	13. 5.42	Mercantile (name unchanged – 1945), <i>Jehan de Bethancourt</i> (1950); sold J Thommerel .././70, arrived Fécamp .././70 for scrapping.
W....	EMPIRE IMP	-do-	Worsley Mesnes Iron- works (Wigan)	.....	22. 5.42	3. 7.42	Mercantile <i>Irving Walnut</i> (1961); hulk scuttled off Canadian coast 14/3/69.
W.169	EMPIRE MAPLE	-do-	McKie & Baxter (Paisley)	.....	20. 5.41	2. 9.41	Mercantile <i>Tarpan</i> (1947); scrapped ca.././61?
W....	EMPIRE PLANE	-do-	-do-	.....	9.11.41	21.12.41	Foundered Greenock 11/2/45, salvaged 16/2/45, mercantile <i>River Eskimo</i> (1958); sold Southampton .././64 & scrapped.
W....	EMPIRE SERAPH	-do-	Crabtree (Great Yar- mouth)	.....	25.10.42	22.12.42	Mercantile <i>Bizon</i> (1947); scrapped ca.././60?
W....	EMPIRE SPRUCE	-do-	McKie & Baxter (Paisley)	.....	13. 1.42	31. 3.42	EMULOUS (1947), mercantile <i>Irving Oak</i> (1961).
W....	EMPIRE TOBY	-do-	Worsley Mesnes Iron- works (Wigan)	.....	8. 7.42	27. 8.42	Mercantile <i>Croisic</i> (1947), <i>Croisic I</i> (1971); sold Cantieri Navali Santa Maria .././73, arrived La Spezia .././73 for scrapping.
W....	EMPIRE WILLOW	-do-	McKie & Baxter (Paisley)	.....	29. 5.41	6.10.41	Mercantile <i>Los</i> (1947); scrapped ca.././61 ?

Ordered .././41

W....	EMPIRE CUPID	Scott (Bowling)	Ailsa (Troon)	.....	2. 6.42	15. 8.42	INTEGRITY (1947); sold T W Ward 20/11/65, arrived Inverkeithing 21/12/65 for scrapping.
W....	EMPIRE DEMON	-do-	North-Eastern Marine (Sunderland)	.....	31.12.41	15. 3.43	Sold Hammond Lane Metal ../2/66, arrived Dublin 14/3/66 for scrapping.
W....	EMPIRE FARM	-do-	G Plenty (Newbury)	.....	30. 4.42	23. 6.42	Mercantile <i>Lady Rosemary</i> (1946), <i>Marte</i> (1966).
W....	EMPIRE FRANK	J Crown (Sunderland)	Wallsend Slipway	.....	2. 9.42	6.11.42	Mercantile <i>Brigadier</i> (1946); wrecked off Ardrossan 21/4/60 & written-off as constructive total loss.
W....	EMPIRE IVY	Clelands (Wallsend)	G Fletcher (Derby)	.....	20.10.41	4. 7.42	Mercantile <i>Flying Tempest</i> (1946), <i>Poetto</i> (1962), <i>Montelungo</i> (1968); scrapped .././86.
W....	EMPIRE PINE	Scott (Bowling)	G Plenty (Newbury)	.....	10. 6.41	4. 9.41	Mercantile <i>Vanguard</i> (1946), <i>Battleaxe</i> (1961), <i>Dunfalcon</i> (1961); sold J Cashmore ../12/68, arrived Newport .././69 for scrapping.
W....	EMPIRE PIPER	Clelands (Wallsend)	Wallsend Slipway	.....	28. 5.42	14. 8.42	Mercantile <i>Piper</i> (1947), <i>Sotirios</i> (1971), <i>Lalrion</i> (1984); scrapped .././87?
W....	EMPIRE PIXIE	Clelands (Wallsend)	G Fletcher (Derby)	.....	27. 8.42	5.11.42	Mercantile <i>Flying Swordfish</i> (1946), <i>Fulgor</i> (1957); scrapped .././78.
W....	EMPIRE SINEW	Scott (Bowling)	Walmsley (Bury)	.....	14. 7.42	5.12.42	Mercantile <i>Faidherbe</i> (1948); foundered 50nm off Mossel Bay 27/10/54.
W....	EMPIRE WOLD	-do-	Wallsend Slipway	.....	24. 3.42	10. 6.42	Foundered stress of weather North Atlantic 10/11/44.

Ordered .././42

W....	EMPIRE BELLE	J Crown (Sunderland)	North-Eastern Marine (Sunderland)	.....	13.10.43	3. 2.44	ELF (1947), mercantile <i>Mare Jonio</i> (1960).
W....	EMPIRE DORIS	Scott (Bowling)	G Plenty (Newbury)	.....	14. 3.44	25. 4.44	Mercantile (name unchanged – 1945), <i>Bahramand</i> (1948), <i>Tahamtan</i> (1968).
W....	EMPIRE DORO- THY	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	.....	1. 8.45	9.10.45	Mercantile (name unchanged – 1947), <i>Dorothy</i> (1958), <i>Straits Winner</i> (1975); scrapped .././81?
W.145	EMPIRE GRIFFIN	Scott (Bowling)	G Plenty (Newbury)	.....	24. 4.43	10. 6.43	Mercantile <i>Fortunate</i> (1947); scrapped ca.././74.
W....	EMPIRE KATY	Goole Shipbuilding	Amos & Smith (Hull)	.....	18.12.44	2. 6.45	Mercantile <i>Sir Bernard Reilly</i> (1948), <i>Mar Siculo</i> (1963); scrapped Milazzo .././79.
W.	EMPIRE MADGE	Scott (Bowling)	G Plenty (Newbury)	.....	30. 4.45	16. 6.45	WEASEL (1948); sold Hong Huat Hardware 8/11/68, arrived Singapore .././68 for scrapping.
W.189	EMPIRE MINNOW	-do-	-do-	.....	24. 9.42	25. 2.43	Mercantile <i>Thika</i> (1948), <i>Clyneforth</i> (1951), <i>Ena</i> (1966); sold .././76 & scrapped.

W....	EMPIRE NICH-OLAS	J Crown (Sunderland)	North-Eastern Marine (Sunderland)	.....	8. 5.44	20. 6.44	Mercantile <i>Asta</i> (1947), <i>Luat Arafura</i> (1961).
W....	EMPIRE PEGGY	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	.....	..... 6.45	28. 7.45	French Navy (1946/48), mercantile <i>Coringa</i> (1949), <i>Empire Peggy</i> (1974); sold V & R Tonkin 20/5/77, arrived Cairns .././77 for scrapping.
W.180	EMPIRE PHYL-LIS	J Crown (Sunderland)	North-Eastern Marine (Sunderland)	.....	2.12.44	24. 1.45	Mercantile (name unchanged – 1947), <i>Hayat</i> (1948), <i>Brucoli</i> (1961), Italian Navy PANARIA (1982); scrapped .././...
W.146	EMPIRE SAM-SON	Goole Shipbuilding	Amos & Smith (Hull)	.....	7. 4.43	23. 6.43	Indian Navy SAKTI (1947).
W....	EMPIRE SOPHY	-do-	-do-	.....	13.12.43	24. 6.44	BEHEST (1947); foundered Colombo .././67?
W.181	EMPIRE TITANIA	Scott (Bowling)	G Plenty (Newbury)	.....	26.12.42	21. 4.43	VAGRANT (1947), mercantile <i>Zancle</i> (1968); scrapped Italy .././87.

Ordered .././41

W....	EMPIRE ANN	A Hall (Aberdeen)	A Hall (Aberdeen)	.....	9. 1.43	19. 3.43	Mercantile <i>Solway</i> (1948); sold Mayer Newman .././77, arrived Fleetwood 20/3/77 for scrapping.
W....	EMPIRE CONNIE	-do-	-do-	.....	10. 7.45	31. 8.45	Mercantile <i>Mies</i> (1947), Indonesian Navy (1953), mercantile (name unchanged – 1958), <i>Teluk Ambon</i> (1974).
W.157	EMPIRE FRED	-do-	-do-	.....	11. 9.42	31.10.42	Sold Arie Rijdsdijk Boss ../2/72, left Chatham in tow for Hendrik-Ido-Ambacht for scrapping.
W....	EMPIRE GNOME	-do-	-do-	.....	30. 4.42	20. 7.42	Mercantile <i>Jacobs</i> (1949), <i>Laut Jamdena</i> (1961).
W....	EMPIRE HARLE-QUIN	-do-	-do-	.....	2. 8.43	23. 9.42	Mercantile <i>Al Gadir</i> (1946); scrapped .././66?
W....	EMPIRE JANE	-do-	-do-	.....	25. 4.44	31. 5.44	Mercantile <i>Taioma</i> (1947); museum ship (1978)?
W....	EMPIRE JONA-THAN	-do-	-do-	.....	27. 1.44	20. 3.44	FIDGET (1947), mercantile (name unchanged – 1971).
W....	EMPIRE MINO-TAUR	-do-	-do-	.....	16. 4.42	14. 7.42	Mercantile <i>Lalor</i> (1949); hulk scuttled off Townsville 10/1/69.
W.147	EMPIRE NED	-do-	-do-	.....	27. 8.42	26.10.42	EMPIRE EDWARD (1945), ENERGETIC (1955), mercantile <i>Nisos Lefkas</i> (1965), <i>Kronos</i> (1975); collision mercantile <i>Romanza</i> location unknown 22/3/78 & written-off as constructive total loss; sold I & N Spiliopoulos .././78, arrived Perama ../3/79 for scrapping.
W....	EMPIRE PIER-ROT	-do-	-do-	.....	13. 8.43	14.10.43	Mercantile <i>St Patrick</i> (1948), <i>Empire Pierrot</i> (1978).
W....	EMPIRE POLLY	-do-	-do-	.....	19. 9.44	26.10.44	Mercantile <i>Central No. 4</i> (1947), <i>Roa</i> (1961), <i>Apollo</i> (1973); sold .././86 & scrapped.
W....	EMPIRE ROGER	-do-	-do-	.....	10. 4.44	15. 5.44	Mercantile (name unchanged – 1947), <i>Fishertown</i> (1948); sold T W Ward .././68, arrived Barrow .././68 for scrapping.
W....	EMPIRE SHIR-LEY	-do-	-do-	.....	27. 6.45	24. 8.45	Mercantile <i>Tapuhi</i> (1947), <i>Tui Tawate</i> (1973), <i>Tui Tuatae</i> (1974); capsized Port Vila .././78 & salvaged.
W....	EMPIRE SPIT-FIRE	-do-	-do-	.....	23. 1.43	31. 3.43	WARDEN (1947), PROMPT (1951), mercantile <i>Torque</i> (1975); sold Duddon .././86, arrived Millom 21/6/86 for scrapping.

Ordered .././41

W....	EMPIRE BEN	J S Watson (Gainsborough)	G Clark (Sunderland)	.....	22.12.42	17. 3.43	Mercantile <i>E Nicholson</i> (1948), <i>Victor</i> (1951).
W....	EMPIRE BIRCH	H Scarr (Hessle)	C D Holmes (Hull)	.....	9. 8.41	12.12.41	Mined 150nm north of Lourenço Marques 10/8/42, beached & abandoned.
W....	EMPIRE CHARLES	-do-	-do-	.....	4.11.43	22. 1.94	FORTITUDE (1947), mercantile <i>Fortitudo</i> (1965); scrapped ca.././87.
W....	EMPIRE LINDEN	-do-	-do-	.....	24. 9.41	15. 2.42	Mercantile (name unchanged – 1945), <i>Linden</i> (1956); sold Mombasa .././83 for scrapping.
W....	EMPIRE MASCOT	-do-	-do-	.....	9. 3.43	19. 5.43	Mercantile <i>Metinda IV</i> (1946), <i>Flying Kestrel</i> (1948); sold Haulbowline Industries .././69, arrived Passage West 18/3/69 for scrapping.
W....	EMPIRE OBERON	-do-	Walmsley's (Bury)	.....	25.11.42	14. 1.43	Mercantile (name unchanged – 1944); capsized near Akra 7/9/59.
W....	EMPIRE SPRITE	-do-	C D Holmes (Hull)	.....	17. 2.42	19. 6.42	French Navy INFLEXIBLE (1945), mercantile <i>Abeille No 23</i> (1951), <i>Capo Milazzo</i> (1961); scrapped Augusta ../1/79.
W....	EMPIRE TEAK	-do-	-do-	.....	21.12.41	14. 4.42	Mercantile <i>Brambles</i> (1950); sold T W Ward .././71, arrived Briton Ferry 24/8/71 for scrapping.
W....	EMPIRE TITAN	-do-	Ailsa (Troon)	.....	29. 6.42	10.10.42	Mercantile <i>Titan</i> (1947), <i>Lenadee</i> (1957), <i>Pioiere</i> (1959), capsized Messina 30/11/66 & salvaged.
W....	EMPIRE LAWN	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	.....	1. 4.42	30. 5.42	MASTERFUL (1947), mercantile <i>Sanantonio Primo</i> (1958); sold Palermo Salvatore .././80, arrived Naples .././80 for scrapping.

W.....	EMPIRE MEAD	-do-	-do-	.....	6. 4.42	25. 6.42	Mercantile <i>Bodeker</i> (1948), <i>Laut Belewan</i> (1961).
Ordered .././42							
W....	EMPIRE DARBY	Cochrane (Selby)	McKie & Baxter (Paisley)	.....	8. 1.43	20. 4.43	EGERTON (1947), mercantile <i>Irving Beech</i> (1961); wrecked near New Waterford 1/12/67.
W....	EMPIRE JOAN	-do-	-do-	.....	8. 1.43	28. 4.43	EMPHATIC (1947), mercantile (name unchanged – 1958), <i>Hallgarth</i> (1963); sold J Cashmore .././66, arrived Newport 24/5/66 for scrapping.
Ordered .././..							
....	TID.97	.....	.....	.....	.....	.....	Capsized Chatham 29/12/62 & later salvaged.
....	TID.99	.....	.....	.....	.....	.....	
Ordered .././41							
W.117	ORIANA ex-BAT.1	Gulfport (Port Arthur)	Allis-Chalmers (Detroit) & General Motors (Cleveland/Detroit)	.....	15. 8.42	42	Mercantile <i>Ocean Pride</i> (1946), <i>Pan America</i> (1947), <i>Zealand</i> (1956), <i>Adar</i> (1964); mined Blackwater estuary 19/1/48?
W....	Unnamed ex-BAT.2	-do-	-do-	29. 5.42	23.10.42	20. 1.43	Retained USN MARICOPA (1942), Argentinian Navy <i>Yamama</i> (1947/69); sold
W.119	FAVOURITE ex-BAT.3	Levingston (Orange)	-do-	.....	17. 2.42	42	Mercantile <i>Susan A Moran</i> (1946), <i>Eugene F Moran</i> (1946), <i>Monsanto</i> (1947).
W.14	INTEGRITY ex-BAT.4	-do-	-do-	.....	28. 3.42	42	Returned USN 19/2/46; sold .././48.
W.17	LARIAT ex-BAT.5	-do-	-do-	.....	15. 5.42	42	Mercantile <i>Ming 108</i> (1946), <i>Ming 308</i> (19..).
W.20	MASTERFUL ex-BAT.6	-do-	-do-	.....	5. 6.42	42	Mercantile <i>Eugenia M Moran</i> (1948), <i>Commanche</i> (1960).
W.113	AIMWELL ex-BAT.7	Defoe (Bay City)	-do-	.....	8. 4.42	42	Mercantile <i>Patricia Moller</i> (1948), <i>Golden Cape</i> (1952), <i>Hawkeye</i> (1971).
W.114	BOLD ex-BAT.8	-do-	-do-	.....	21. 5.42	42	Returned USN 13/3/46; sold 2/10/48.
W.115	DESTINY ex-BAT.9	-do-	-do-	.....	1. 7.42	42	Mercantile <i>Frosty Moller</i> (1947), <i>Christine Moller</i> (1950), <i>Oceanus</i> (1951), <i>Gele Zee</i> (1953), <i>Atlas</i> (1964).
W.116	EMINENT ex-BAT.10	-do-	-do-	.....	12. 8.42	42	Mercantile <i>Ming 305</i> (1946).
W.149	RESERVE ex-BAT.11	Levingston (Orange)	-do-	.....	18. 7.42	42	RAN (1944); sold 21/9/61.
W.103	SPRIGHTLY ex-BAT.12	-do-	-do-	.....	7. 8.42	42	RAN (1944); sold 29/8/69.
W.104	TANCRED ex-BAT.13	Gulfport (Port Arthur)	-do-	.....	1. 1.43	43	Mercantile (name unchanged – 1944).
W.120	WEAZEL ex-BAT.14	-do-	-do-	.....	21. 2.43	43	Mercantile <i>Ming 106</i> (1946), <i>Ming 306</i> (19..).
Ordered .././42							
W.133	ADVANTAGE ex-ATR.41	Levingston (Orange)	Allis-Chalmers Detroit) & General Motors (Cleveland/Detroit)	.....	7. 9.42	43	Mercantile <i>Ming 309</i> (1946); scrapped .././65.
W.134	ASPIRANT ex-ATR.42	-do-	-do-	.....	10.10.42	43	Mercantile <i>Vivi</i> (1948).
W.135	MINDFUL ex-ATR.48	-do-	-do-	.....	7. 2.43	43	Mercantile <i>Gay Moran</i> (1947), <i>Sea Lion</i> (1949), <i>Harry J Mosser</i> (1955), <i>Margaret Walsh</i> (1957), <i>Margaret Foss</i> (1966), <i>CC-7</i> (1974).
W.136	VAGRANT ex-ATR.49	-do-	-do-	.....	1. 3.43	43	Mercantile <i>Marion Moran</i> (1947), <i>Mary Elizabeth</i> (1964), <i>Ann Lee</i> (1971), <i>Wilbig</i> (1972), <i>Columbia I</i> (1981); sold Navotas ../10/83, arrived Manila .././83 for scrapping.
W.118	PATROCLUS ex-ATR.91	-do-	-do-	.....	15. 3.43	43	Mercantile <i>Kevin Moran</i> (1947), <i>Mohawk</i> (1960).
W.150	ATHLETE ex-ATR.92	-do-	-do-	.....	18. 5.43	43	Mined off Livorno 17/7/45.
W.151	FLARE ex-ATR.93	-do-	-do-	.....	11. 6.43	43	Mercantile <i>Ming 301</i> (1946); scrapped .././60.
W.152	FLAUNT ex-ATR.94	-do-	-do-	.....	30. 6.43	43	Mercantile <i>Ming 102</i> (1946), <i>Ming 302</i> (1951).
W.153	CHEERLY ex-ATR.95	-do-	-do-	.....	23. 7.43	43	Returned USN 19/2/46.
W.154	EMPHATIC ex-ATR.96	-do-	-do-	.....	18. 8.43	43	Philippines Navy IFIGUA (1947).
Ordered .././41							
W.18	GRENVILLE	.....	.....	.....	.....	.... 7.42	RCN.

W.19	HAYSVILLE					42	RCN.
W.20	KINGSVILLE					42	RCN.
W.21	LAKEVILLE					42	RCN.
Ordered .././43							
W....	ADAMSVILLE					 1.44	RCN.
W.50	AUBURNVILLE					.....	RCN.
W....	BEAMSVILLE					.....	RCN.
W.56	BLISSVILLE					44	RCN; sold 1947.
W....	BONNYVILLE					44	RCN.
	(Owen Sound)						
W....	COLVILLE					44	RCN; sold ca1950.
W.58	ECKVILLE					.....	RCN.
W....	HARTVILLE					44	RCN.
	(Owen Sound)						
W.53	HODGEVILLE					44	RCN; sold ca1946.
W....	INNISVILLE					44	RCN; sold ca1951.
	(Owen Sound)						
W....	JAMESVILLE					44	RCN.
	(Owen Sound)						
W....	JOHNVILLE					.....	RCN.
W....	KAYVILLE (i)					44	RCN, QUEENSVILLE (19..); sold ca1958.
	(Owen Sound)						
W...	KAYVILLE (ii)					44	RCN.
	(Owen Sound)						
W....	LAWRENCE-VILLE					.....	RCN.
W....	LISTERVILLE					.....	RCN.
W....	LUCEVILLE					.....	RCN.
W.57	MANVILLE					.....	RCN.
W.61	MARTINVILLE					.....	RCN.
W....	MARYSVILLE					.....	RCN.
W....	MERRICKVILLE					44	RCN; sold ca1946.
	(Owen Sound)						
W....	NEVILLE					44	RCN.
	(Owen Sound)						
W.32	OTTERVILLE					.....	RCN.
W.49	PARKSVILLE					44	RCN; sold ca1951.
W.01	PLAINVILLE					44	RCN; sold ca1958.
	(Owen Sound)						
W.52	RADVILLE					.....	RCN.
W....	ROSEVILLE					.....	RCN.
W....	SHAWVILLE					44	RCN; sold ca1945.
W.55	STREETVILLE					.....	RCN.
W....	YOUVILLE					12.44	RCN; sold ca1958.
Ordered .././44							
W....	BAKERVILLE					12.44	RCN.
W....	LOGANVILLE					.....	RCN.
W....	PIERREVILLE					12.44	RCN.
Ordered .././42							
W.137	DIRECTOR	Camden Shipbuilding			13. 7.43	43	Returned USN 23/4/46.
	ex-ATR.17						
W.138	EMULOUS	-do-			1. 9.43	43	Returned USN 30/4/46.
	ex-ATR.18						
W.139	FREEDOM	-do-			1.10.43	43	Returned USN 23/4/46.
	ex-ATR.19						
W.140	JUSTICE	-do-			18.10.43	44	Mercantile <i>St Christopher</i> (1948).
	ex-ATR.20						
Ordered .././42							
W.24	GLENDOWER			12. 8.42	19. 5.43	18. 6.43	RCN.
W.25	GLENLEA			1.12.42	20. 7.43	16. 8.43	RCN.
Ordered .././43							
W.30	GLENADA			27. 4.43	18.11.43	23.11.43	RCN; sold ca1946/48.
W.38	GLENDEVON	Vivian (Vancouver)		22. 6.43	20. 4.44	19. 1.45	RCN; mercantile (name unchanged – 1964).
W.39	GLENDON	-do-		16. 8.43	20. 5.44	25. 5.45	RCN; mercantile <i>North Arm Highlander</i> (1964).
W.41	GLENELLA			23.12.43	11. 8.44	 4.45	RCN; sold ca1946/48.
W.42	GLENFIELD			22. 9.43	11. 8.44	14.11.44	RCN; sold ca1946/48.
W.27	GLENMONT	Russell (Owen Sound)	Vivian (Vancouver)	16. 2.43	27.10.43	2.11.43	RCN; sold ca1946/48..

W.26	GLENORA	.....	.....	22. 1.43	18. 9.43	1.10.43	RCN; sold <i>ca</i> 1946/48.
W.44	GLENVALLEY	Canadian Dry Dock (Kingston)	Enterprise (San Francisco)	22. 9.43	11. 8.44	4.12.44	RCN; mercantile (<i>ca</i> 1946/48).
Ordered .././44							
W.64	GLENBROOK	.....	.....	1. 5.44	23. 9.44	5.10.44	RCN; sold 1960s.
W.37	GLENCOVE	.....	.....	9. 2.44	10. 6.44	7. 7.44	RCN; sold <i>ca</i> 1946/48.
W.68	GLENDYNE	.....	.....	6.11.44	20. 3.45	 5.45	RCN, lost cause & placed unknown .././57, salvaged 19/2/57; sold 1960s.
W.40	GLENELM	.....	.....	12. 7.44	11.12.44	3. 5.45	RCN, GLENEAGLE (19.); sold <i>ca</i> 1946/48.
W.65	GLENEVIS	.....	.....	31. 5.44	21.10.44	3.11.44	RCN; sold 1960s.
W.28	GLENHOLM	.....	.....	25. 4.44	12. 4.45	45	RCN, GLENBRAES (19.); sold <i>ca</i> 1946/48.
W.67	GLENKEEN	.....	.....	12. 7.44	11.12.44	 4.45	RCN, GLENWOOD (ii) (19.); sold <i>ca</i> 1946/48.
W.43	GLENLIVET	.....	.....	3. 3.44	11. 7.44	21. 7.44	RCN; sold 1960s.
W....	GLENMOUNT	.....	.....	.....	.....	.....	RCN; ?
W.63	GLENSIDE	.....	.....	1. 4.44	22. 8.44	1. 9.44	RCN; sold 1960s.
W.45	GLENWOOD (i)	.....	.....	15. 3.44	44	.....	RCN, cancelled .././44 & completed mercantile.
Ordered .././43							
Z.47	ATWOOD	Le Blanc (Weymouth)	.....	15. 8.43	11. 5.44	12. 5.44	RCN; sold
Z.48	BRENTWOOD	-do-	.....	15.11.43	28. 6.44	31. 8.44	RCN.
Z.49	EASTWOOD	-do-	.....	28. 4.44	30. 9.44	10.10.44	RCN; sold .././60?
Z.50	GREENWOOD	-do-	.....	30. 6.44	30.11.44	4.12.44	RCN; sold .././65.
Z.51	INGLEWOOD	Palmer & Williams (.....)	.....	27.10.43	14. 6.44	31. 8.44	RCN; sold
Z.53	KIRKWOOD	-do-	.....	2. 1.44	23. 5.44	20. 8.44	RCN.
Z.63	LAKEWOOD	Falconer (.....)	.....	13.10.43	11. 1.44	25. 4.44	RCN; sold .././67.
Z.64	OAKWOOD	-do-	.....	29. 9.43	17. 1.44	30. 3.44	RCN; sold .././74?
Z.65	WILDWOOD	-do-	.....	3.10.44	11. 1.44	22. 5.44	RCN; sold .././60.
Ordered .././43							
W.48	ALBERTON	 (Toronto)	.....	12. 2.44	6. 5.44	3.10.44	RCN.
W.23	BEAVERTON	 (Toronto)	.....	6. 7.43	24. 9.43	27. 5.44	RCN; collision St Lawrence .././47.
W....	BIRCHTON	 (Toronto)	.....	12. 2.44	6. 5.44	4.11.44	RCN.
W.36	CLIFTON	Canadian Bridge (Toronto)	Dominion Engineering (Montreal)	26. 1.44	31. 7.44	21.11.44	RCN.
W.22	HEATHERTON	-do-	-do-	15. 9.43	24. 6.44	 6.44	RCN.
W.46	MAXWELLTON	.....	.....	25.10.43	30. 5.44	20.10.44	RCN.
W.31	NORTON	.....	.....	6. 7.43	24. 9.43	44	RCN.
W.47	RIVERTON	Montreal Dry Dock	Dominion Engineering (Montreal)	28. 9.43	15. 1.44	5. 8.44	RCN.
Ordered 6/4/43							
W.187	ENCHANTER	Cochrane (Selby)	C D Holmes (Hull)		2.11.44		Mercantile <i>Englishman</i> (1947), <i>Cintra</i> (1962), <i>Nisos Skiathos</i> (1968); scrapped Perama .././72.
W.179	ENCORE	-do-	-do-		2.12.44		Mercantile <i>Salvaliant</i> (1968); scrapped Singapore .././72.
W.177	ENFORCER	-do-	-do-		22. 7.44		Sold J A White .././63, arrived St Davids-on-Forth .././63 for scrapping.
W.175	ENIGMA	-do-	-do-		22. 6.44		Mercantile <i>Vernicos</i> (1964); scrapped Greece .././72.
W.166	ENTICER	-do-	-do-		11. 3.44		Foundered stress of weather 300nm south-west of Hong Kong 21/12/46.
W.165	ENVOY	-do-	-do-		11. 2.44		Mercantile <i>Matsas</i> (1965), <i>Georgios L Matsas</i> (1969); scrapped Greece .././73.
Ordered .././45							
DT.932	BRONZEWING	Morts Dock (Sydney)	Crossley (Reddish)	45	46	27. 8.46	RAN; sold ../6/77.
DT.931	EMU	-do-	-do-	45	25. 6.46	30. 7.46	RAN; sold ../5/67.
DT.933	MOLLYMAWK	Poole & Steel (Sydney)	-do-	45	3. 5.46	14. 6.46	RAN, Australian Army AT.2383 (1957); sold .././63.
Ordered .././44							
W.50	GATLING (ii)	Lobnitz (Renfrew)	Lobnitz (Renfrew)	.....	9. 7.45	.....	Sold H G Pounds 22/9/69, arrived Portsmouth .././69 for scrapping.
W....	NORDENFELT	-do-	-do-	.....	30.11.45	.....	Sold British shipbreaker 11/2/72, arrived Pembroke Dock .././72 for scrapping.
Ordered .././44							
W....	ROCKBIRD	Canadian Shipbuilding (Kingston)	Port Arthur Shipbuilding	.....	.....45	10.46	RCN, completed mercantile <i>Pemex XI</i> (1946).

W.15	ROCKCLIFFE (ii)	Midland Shipyards	Collingwood Ship-	.....	.....45	 5.45	RCN, mercantile <i>Taikoo Cheong</i> (1947), <i>Taikoo Dock</i> (1949), <i>Taikoo Shun-O</i> (1949).
W....	ROCKCRYSTAL	-do-	-do-	.....	.....	..... 6.46	RCN, mercantile <i>MB.55</i> (1947).
W....	ROCKDOE	Canadian Shipbuild-	Port Arthur Ship-	.....	.....	.....45	RCN, mercantile <i>Hoedic</i> (1947).
		ing (Kingston)	building				
W....	ROCKELM	-do-	-do-	.....	.....	..... 8.46	RCN, mercantile <i>Khalid</i> (1952).
W.66	ROCKFOREST	-do-	Collingwood Ship-	.....	.....	..... 7.45	RCN, mercantile <i>Aramco 202</i> (19..), <i>Abqaiq 1</i> (1948)?
			yards				
W.26	ROCKGLEN	-do-	.....	.....	.....45	45	RCN, FREEDOM (1947); for sale .././59.
W....	ROCKHAWK	Midland Shipyards	-do-	.....	.....	..... 4.46	RCN, mercantile <i>MB.57</i> (1947).
W....	ROCKHILL	-do-	-do-	.....	.....	..... 9.45	RCN, mercantile <i>Maritime Guardian</i> (1947), <i>Foundation Vera</i> (1948).
W.79	ROCKLAND	-do-	.....	.....	.....45	45	RCN, FLARE (1947); for sale .././59.
W.38	ROCKMOUNT	-do-	Port Arthur Ship-	.....	.....45	45	RCN, mercantile <i>Sabre</i> (1948).
			building.				
W.88	ROCKPIGEON	Canadian Shipbuild-	.....	.....	.....45	45	RCN, FLAUNT (1947); for sale .././59.
		ing (Kingston)					
W.52	ROCKPORT	Midland Shipyards	Collingwood Ship-	.....	.....45	 7.45	RCN, mercantile <i>Tapline 1</i> (1947), <i>Abqaiq 1</i> (1949).
			yards				
W....	ROCKRUBY	-do-	Port Arthur Ship-	.....	.....45	10.45	RCN, mercantile <i>Marracuene</i> (1949).
			building				
W....	ROCKSWIFT	Canadian Shipbuild-	-do-	.....	.....	.....11.45	RCN, mercantile <i>Ocean Rockswift</i> (1946).
		ing (Kingston)					
W....	ROCKTHRUSH	Midland Shipyards	Collingwood Ship-	.....	.....	..... 4.46	RCN, mercantile <i>MB.56</i> (1947).
			yards				
W.04	ROCKWING	-do-	-do-	.....	.....45	 4.45	RCN, mercantile <i>Tapline 2</i> (1948), <i>Abqaiq 2</i> (1949), <i>Fearless</i> (1954).
W....	ROCKWOOD	-do-	Port Arthur Ship-	.....	.....	.....11.45	RCN, mercantile <i>Coolela</i> (19..).
			building				

Ordered .././44

.....	TB.1	.....	.....	.....	.....	.....45	RAN.
.....	TB.2	South Coast Co-op	.....	.....	.....	.....45	RAN.
		(.....)					
.....	TB.3	-do-	.....	.....	.....	.....45	RAN.
.....	TB.4	-do-	.....	.....	.....	.....45	RAN.
.....	TB.5	.....	Hercules (.....)	.....	.....	.....45	RAN.
.....	TB.6	.....	-do-	.....	.....	.....45	RAN.
.....	TB.7	.....	-do-	.....	.....	.....45	RAN.
.....	TB.8	.....	-do-	.....	.....	.....45	RAN.
.....	TB.9	Brooks Robinson	-do-	7. 3.45	19. 8.45	12.10.45	RAN, SARDIUS (19...); sold .././88 for mercantile conversion.
		(.....)					
.....	TB.10	.....	Gray (.....)	.....	.....	.....46	RAN. CERBERUS V (19...); sold .././58.
.....	TB.11	.....	Hercules (.....)	.....	.....	.....	RAN; cancelled .././...
.....	TB.12	.....	-do-	.....	.....	.....	RAB; cancelled .././...

Ordered .././..

.....	B.1	.....	.....	.....	.....	.....	
.....	B.2	.....	.....	.....	.....	.....	
.....	B.3	.....	.....	.....	.....	.....	
.....	B.4	.....	.....	.....	.....	.....	
.....	B.5	.....	.....	.....	.....	.....	
.....	B.6	.....	.....	.....	.....	.....	
.....	B.7	Hooghly Docking	Crossley (Manchester)	.....	4. 3.46	3. 4.46	
		(Howrah)					
.....	B.8	-do-	-do-	.....	8. 3.46	17. 4.46	
.....	B.9	-do-	-do-	.....	19. 3.46	23. 5.46	
.....	B.10	-do-	-do-	.....	21. 3.46	18. 6.46	

Auxiliary Dockyard/Coastal/Rescue Tugs

Auxiliary rescue tugs: ATTENTIF, *CHAMPION

672 tons: (pp)/114¾ (oa) × 27¾ ×d/.... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 1,000 = 11 knots, O.F. tons (.....nm @ ...k): one 20mm AA, two except * four .303in AA machine (2/4×1) guns: complement ...

Auxiliary coastal tug: BEN & LUCY.

See under auxiliary M/S drifters for details.

Auxiliary coastal tug: COMRADES.

See under auxiliary patrol drifters for details.



Auxiliary coastal tug: DALE CASTLE.

See under auxiliary patrol trawlers for details.

Auxiliary rescue tugs: DANUBE V, DANUBE VI.

241 tons gross: 110½ (pp)/..... (oa) × 27½ × 13d/12¼ feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 15½in: 26in:42in × 30in stroke) IHP 900 = 10½ knots, O.F. tons (.....nm @ ...k): complement ...

Auxiliary rescue tug: ENGLISHMAN.

487 tons gross: 135 (pp)/143 (oa) × 30¼ × 16d/15¼ feet: one SE cylindrical boiler (215lb/in²), one shaft, reciprocating (VTE cyl 16½in:28½in:47in × 30in stroke) IHP 1,200 = 11 knots, coal tons (.....nm @ ...k): complement ...

Auxiliary rescue tug: FAIRPLAY TWO.

282 tons gross: 118¾ (pp)/..... (oa) × 24¼ × 13¾d/.... feet: one SE cylindrical boiler (192lb/in²), one shaft, reciprocating (VTE cyl 360mm:560mm: 900mm × 620mm stroke) IHP 750 = 10½ knots, coal tons (.....nm @ ...k): complement ...

Auxiliary coastal tug: FAIRY KNOWE.

See under auxiliary M/S trawlers for details.

Auxiliary coastal tug: FORFEIT.

See under A/P trawlers for details.

Auxiliary coastal tug: GAROLA.

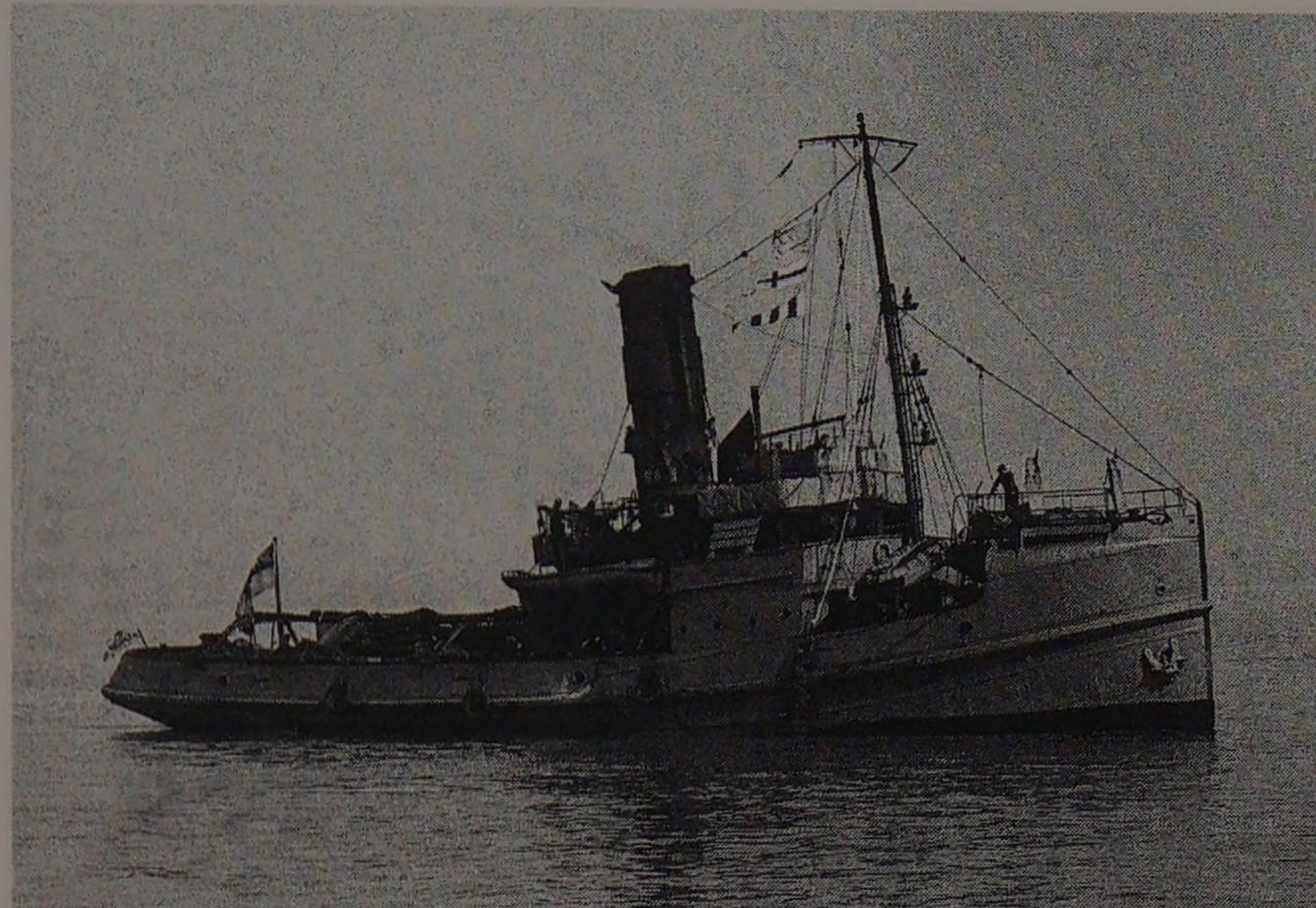
See under A/P trawlers for details.

Auxiliary coastal tug: GAVA.

See under A/P trawlers for details.

Auxiliary coastal tug: JUNCO.

See under A/P trawlers for details.



Above: The rescue tugs *Attentif* (left) and *Champion* (right) were both French Navy units that were seized in the U.K. (IWM)

Auxiliary rescue tug: KENIA.

200 tons gross: 100 (pp)/..... (oa) × 25 × 12½d/.... feet: one SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl 14in:23in:38in × 27in stroke) IHP 450 = 9 knots, coal tons (.....nm @ ...k): complement ...

Auxiliary rescue tug: KROOMAN.

230 tons gross: 100 (pp)/106 (oa) × 25 × 13½d/13¼ feet: one SE cylindrical boiler (210lb/in²), one shaft, reciprocating (VTE cyl 14¾in:25in:41in × 27in stroke) IHP 800 = 10 knots, coal tons (.....nm @ ...k): complement ...

Auxiliary rescue tug: LADY BRASSEY.

362 tons gross: 130 (pp)/..... (oa) × 28 × 15d/14¼ feet: two SE cylindrical boilers (120lb/in²), two shafts, reciprocating (VC cyl 22in:46in × 30in stroke) IHP 1,400 = 12 knots, coal tons (.....nm @ ...k): complement ...

Auxiliary rescue tug: LADY DUNCANNON.

181 tons gross: 95 (pp)/..... (oa) × 24 × 12d/11½ feet: one SE cylindrical boiler (130lb/in²), two shafts, reciprocating (VC cyl 15in:30in × 21in stroke) IHP 600 = 10 knots, coal tons (.....nm @ ...k): complement ...

Auxiliary coastal tug: LIBYAN.

See under A/P trawlers for details.

Auxiliary rescue tug: MURIA.

192 tons gross: 106¼ (pp)/..... (oa) × 23 × 12½d/12 feet: one SE cylindrical boiler (120lb/in²), one shaft, reciprocating (VC cyl 21in:42in × 27in stroke) IHP 600 = 10 knots, coal tons (.....nm @ ...k): complement ...

Auxiliary rescue tug: NORMAN.

222 tons gross: 100 (pp)/..... (oa) × 25 × 13d/12¾ feet: one SE cylindrical boiler (190lb/in²), one shaft, reciprocating (VTE cyl 14½in:24in:40in × 27in stroke) IHP 600 = 10 knots, coal tons (.....nm @ ...k): complement ...

Auxiliary rescue tug: SALVONIA.

571 tons gross: 143½ (pp)/152 (oa) × 33 × 16d/15¼ feet: one SE cylindrical



Above left: The rescue tug *Sea Giant* was transferred under Lease/Lend; and was armed with two .303in AA (2×1) machine guns on the bridge wings, and twin .5in AA machine guns aft. (IWM)

Above right: The rescue tug *Mamouth* was armed with two 20mm AA (2×1) guns on the bridge wings. (IWM)

boiler (210lb/in²), one shaft, reciprocating (VTE cyl 17in:28in:46in × 33in stroke) IHP 1,400 = 11½ knots, coal tons (.....nm @...k): complement ...

Auxiliary rescue tug: SEA GIANT.

508 tons gross: two .5in AA (1×2), two .303in AA (2×1) machine guns: complement ...

Auxiliary rescue tug: SEAMAN.

369 tons gross: 125 (pp)/..... (oa) × 28 × 14½d/14 feet: one SE cylindrical boiler (190lb/in²), one shaft, reciprocating (VTE cyl 16½in:27in:46in × 30in stroke) IHP 1,000 = 11 knots, coal tons (.....nm @ ...k): one 20mm AA, two .5in AA machine (1×2) guns: complement ...



Auxiliary rescue tug: SUPERMAN.

359 tons gross: 120¼ (pp)/..... (oa) × 27¼ × 15d/14¼ feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 15½in:26in:43in × 27in stroke) IHP 850 = 11 knots, coal tons (.....nm @ ...k): one 20mm AA, two .5in AA (1×2), four .303in AA machine (2×2) guns: complement ...

Auxiliary rescue tug: TANGA.

203 tons gross: 100 (pp)/..... (oa) × 25¼ × 12½d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 14½in:24in:40in × 27in stroke) IHP 600 = 10 knots, coal tons (.....nm @ ...k): complement ...

Auxiliary rescue tug: WATO.

292 tons gross: two .303in AA (2×1) machine guns: complement ...

Below: The rescue tugs *Superman* (left) and *Seaman* (right) were armed with two twin .303in AA machine guns, on the bridge wings. (IWM)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ..8/39					
W....	SUN II	Earle's (Hull)	Earle's (Hull)	 6.09	Harbour service; returned 21/9/45.
W....	SUN III	-do-	-do-	 7.09	Harbour service; returned 14/8/45.
W....	CORNFLOWER (i) ex-George	Sormowo (Niji Novgorod)	Sormowo (Niji Novgorod)	13	Returned unsuitable ..9/39.
W....	GONDIA	Cochrane (Selby)	Crabtree (Great Yarmouth)	11.27	Harbour service; returned ..8/44.
W....	LADY ELIZA- BETH	Jonker & Stans (Hendrik-Ido- Ambacht)	Avontuur (Dordrecht)	27	Harbour service; returned 12/10/45.
Requisitioned 19/8/39					
W....	GUARDSMAN (i)	Ailsa (Ayr)	J Ritchie (Glasgow)	 9.05	Mined off the North Foreland 15/11/40.
Requisitioned 24/8/39					
W....	NELLIE LAUD ex-Concrete	Meuse & Sambre (Namur)	T & J Hoskins (London)	13	Harbour service; returned 18/2/43.
Requisitioned 25/8/39					
W....	COBURG	J Crichton (Saltney)	G Plenty (Newbury)	 3.34	Harbour service; returned 14/10/40.
W....	WAPPING	Cochrane (Selby)	-do-	10.36	Harbour service; returned 8/10/40.
Requisitioned 26/8/39					
W....	BAT ex-Brahman	Cochrane (Selby)	C D Holmes (Hull)	 1.38	Harbour service; returned 27/1/45.
W....	TOPMAST NO. 1 ex-Nettle	White (Cowes)	White (Cowes)	02	Returned unsuitable 19/9/39.
Requisitioned 28/8/39					
W....	FOREMOST 22	J Meyer (Zalt-Bommel)	W Beardmore (Coatbridge)	 9.24	Harbour service; returned 7/6/44.
W....	SEAGEM	de Hoop (Hardinxveld)	W Burrell (Great Yarmouth)	 1.39	Harbour service, NAT; lost cause & place unknown ca30/10/40.
Requisitioned 30/8/39					
W....	SECURITY	Burlee Dry Dock (Port Richmond)	Staten Island Shipbuilding (Port Richmond)	07	Harbour service, MOWT STOKE (1942); returned 11/8/44.
Requisitioned 31/8/39					
W....	CONRAD (i)	.....	.....	.....38	Harbour service, JOSEPH CONRAD (1944); returned 25/9/45.
Requisitioned ..9/39					
W....	BRITON	.....	.....	.....05	Harbour service; returned 25/11/39.
W....	ELBE	.....	.....	.....	Harbour service; returned ..../45.
W....	FAIRPLAY ONE ex-Fairplay X	AG Hamburg	AG Hamburg	11	Harbour service; returned 12/4/45.
W....	FAWLEY	.....	.....	.....15	Harbour service; returned 19/9/44.
W....	JAVA	Cochrane (Selby)	G T Grey (South Shields)	10.05	Harbour service; returned 8/12/45.
W....	PALENCIA	.....	.....	.....16	Harbour service; returned 16/11/45.
W....	SUN VI ex-Conservator	Allsup (Preston)	Allsup (Preston)	11.02	Harbour service; returned 12/12/45.
W....	SUN VII	Rennie Forrestt (Wivenhoe)	Earle's (Hull)	12.17	Harbour service; mined off North Knob buoy 6/3/41.
Requisitioned 3/9/39					
.....	COMRADES	.....	.....	.....28	Returned 19/9/46.
Requisitioned 4/9/39					
W....	SIMLA	Lobnitz (Renfrew)	Lobnitz (Renfrew)	98	Harbour service; returned 25/10/43.
Requisitioned 9/9/39					
W....	NEPTUNIA	Cochrane (Selby)	C D Holmes (Hull)	 8.38	Coastal service; torpedoed German submarine U.... south- west of Ireland 13/9/29.
Requisitioned 12/9/39/Purchased ..2/42					
W....	HAVENGORE	.....	.....	.....10	Harbour service; sold ..../45.
Requisitioned 15/9/39					
W....	DELAVAR	Scott (Bowling)	G Plenty (Newbury)	 2.39	Coastal service; returned ..4/40.
Requisitioned 30/9/39					
W....	LYNX	.....	.....	.....05	Harbour service; returned 2/2/45.
Requisitioned ..10/39					
W.62	REVUE	.....	.....	.....39	Harbour service; returned 4/6/45.
W....	SUN VIII	Cochrane (Selby)	Earle's (Hull)	12.19	Harbour service; returned 18/4/46.
W....	YORKSHIREMAN	Earle's (Hull)	-do-	 5.28	Harbour service; returned 8/1/46.
Requisitioned 2/10/39					
W....	CAIRNGARTH	Lytham Shipbuilding	Lytham Shipbuilding	10.13	Harbour service; returned 11/5/41
Requisitioned 16/10/39					
W....	FLYING KESTREL	J T Eltringham (South Shields)	G T Grey (South Shields)	 4.13	Harbour service; returned 9/3/42.
W....	HECTOR	A Pannevis (Alphen a/d Rijn)	De Man & Te Velduis (Dordrecht)	21	Returned 11/8/45.
Requisitioned 28/10/39					
W....	GRANGEBURN	Grangemouth Dockyard	G Plenty (Newbury)	 2.37	Harbour service; returned 19/11/45.

Requisitioned ../11/39					
W....	LADY SYBIL	Hepple (South Shields)	Hepple (South Shields)	 4.13	Harbour service; returned 14/7/43.
.....	LIBYAN	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	12.13	Returned 16/8/46.
W....	SUN IX	Cochrane (Selby)	Earle's (Hull)	 1.20	Mined Thames estuary 21/12/40, salvaged ../6/42 & laid-up.
W....	GAROLA	-do-	C D Holmes (Hull)	 4.12	Returned 17/8/46.
Requisitioned 11/11/39					
W....	ELIE	J T Eltringham (South Shields)	Baird (North Shields)	12.12	Harbour service; returned 4/2/42.
	<i>ex-Ingleby Cross, ex-Pen Cw</i>				
Requisitioned 20/11/39					
W....	FABIA	Edwards (Milwall)	G Plenty (Newbury)	19	Returned 27/3/46.
	<i>ex-Early</i>				
Requisitioned 22/11/39					
FY.941	FAIRY KNOWE	.....	.....	.....13	Returned 9/3/46.
Requisitioned 24/11/39					
FY.1511	BEN & LUCY	.....	.....	.....10	Returned ../7/46.
Requisitioned 26/11/39					
W....	CARMINA	.....	.....	.....15	Harbour service; sold 6/11/47.
W....	RELIABLE	.....	.....	.....23	Returned unsuitable 27/11/39.
W....	GAVA	A Hall (Aberdeen)	A Hall (Aberdeen)	10.20	Minesweeper (1942).
Requisitioned 29/11/39					
W....	HURRICANE	H Scarr (Hessle)	Sulzer (Winterthur)	 9.38	Harbour service; returned 4/1/46.
W....	VICTOR	Pool, Skinner & Williams (Falmouth)	Cox (Falmouth)	 6.98	Returned 1/11/45.
	<i>ex-Ictor, ex-Victor</i>				
Requisitioned 2/12/39					
W....	ALEXANDRA (i)	.....	.....	.....02	Harbour service; returned 29/4/40.
Requisitioned 9/12/39					
W....	TACTFUL	J Fullerton (Paisley)	Ross & Duncan (Glasgow)	11.09	Harbour service; returned 19/7/40.
Requisitioned 15/12/39					
W....	BESSIE	.....	.....	.....18	Harbour service; returned 13/3/46.
Requisitioned 28/12/39					
W....	PLETO	.....	.....	.....31	Harbour service; returned 27/7/46.
Requisitioned 30/12/39					
W....	SUN V	Earle's (Hull)	Earle's (Hull)	 7.15	Harbour service; returned 12/11/45.
Requisitioned 1/1/40					
W....	BULLGER	Vickers & Maxim (Barrow)	Vickers & Maxim (Barrow)	10.07	Harbour service; mined off the Tyne 13/3/41.
	<i>ex-Cartmel</i>				
Purchased .././40					
W....	VIXEN (i)	.....	.....	.....	Coastal service; lost cause unknown Tobruk 17/6/42.
Requisitioned .././40					
W....	DORIA	Philip (Dartmouth)	Philip (Dartmouth)	 3.09	Returned .././...
W....	GONDIA	Cochrane (Selby)	Crabtree (Great Yarmouth)	11.27	Returned .././46.
W....	JAVA	-do-	G T Grey (South	10.05	Returned .././45.
	<i>ex-Carcass, ex-Java</i>				
W....	PRIMA	.....	.....	.....30	Harbour service; returned .././46.
W....	SUNBIRD	.....	.....	.....40	Harbour service; returned .././45.
W....	TWENTE	Noord Nederlandsche (Groningen)	Brons (Appingedam)	37	Coastal service; bombed German aircraft off Le Havre 12/6/40.
Requisitioned ../1/40					
.....	FORFEIT	.....	.....	.....17	Returned ../6/46.
	<i>ex-Cornelian</i>				
Requisitioned 9/2/40					
W....	SILVERBEAM	.....	.....	.....	Harbour service; returned .././46.
Requisitioned 6/3/40					
W....	BEAUMONT	.....	.....	.....07	Returned unsuitable 13/3/40.
Requisitioned 16/3/40					
W....	ALEXANDRA (ii)	.....	.....	.....85	Harbour service; returned 23/9/43.
Requisitioned ../4/40					
W....	FOREMOST 87	Scott (Bowling)	Aitchison Blair (Clydebank)	 7.35	Harbour service; returned 10/8/40.
W....	HULL	.....	.....	.....98	Harbour service; returned 20/3/46.
Requisitioned 14/4/40					
W....	SUN IV	Earle's (Hull)	Earle's (Hull)	 8.15	Harbour service; returned 18/2/46.
Requisitioned 16/4/40					
W....	F T EVERARD	Fellows (Great Yarmouth)	G Plenty (Newbury)	10.28	Harbour service; returned 23/2/46.
Requisitioned ../5/40					
W....	THASOS	Fleming & Ferguson (Paisley)	Fleming & Ferguson (Paisley)	10.97	Harbour service; returned .././45.

Requisitioned 4/5/40					
W....	KELPY	.....	.....	.....34	Harbour service; returned 3/7/45.
Requisitioned 27/5/40					
W....	SUN XV	Earle's (Hull)	Earle's (Hull)	10.25	Harbour service; returned 23/10/45.
Requisitioned 28/5/40					
W....	EBRO	P Smit (Rotterdam)	P Smit (Rotterdam)	 2.31	Harbour service; returned 11/8/45.
Requisitioned 29/5/40					
4.196	DALE CASTLE	Smiths Dock (North Shields)	Shields Engineering (North Shields)	 9.09	Returned 16/3/46.
Requisitioned 30/5/40					
W....	SHIFTER	.....	.....	.....10	Returned unsuitable 8/1/41.
W....	STRONGHOLD	Goole Shipbuilding	Amos & Smith (Hull)	 9.31	Harbour service; returned 27/3/46.
Requisitioned ../6/40					
W....	CARDY	.....	.....	.....	Harbour service; returned 13/2/45.
W....	CONTROL	.....	.....	.....39	Harbour service; returned 9/1/46.
W....	DALKEITH	.....	.....	.....28	Harbour service; returned 6/4/43.
Requisitioned 13/6/40					
W....	JEDDAH	.....	.....	.....	Harbour service; returned 19/6/45.
Requisitioned ../7/40					
W....	MUSCA	.....	.....	.....22	Harbour service; returned 11/10/45.
W....	NESS POINT	R Dunston (Thorne)	G Plenty (Newbury)	 6.37	Harbour service; returned 13/5/46.
W....	WENO	.....	.....	.....28	Harbour service, base ship LEIGH (1941).
Seized 3/7/40					
W....	ABEILLE 2 ex-Electrolyse, ex-Nicolaas	Jonker & Stans (Hendrik-Ido-Ambacht)	Alblasserdam Maschinenen	11	Harbour service; returned 8/8/45.
W....	ABEILLE 3	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	 1.14	Harbour service; returned 20/12/45.
W....	ABEILLE 5	-do-	-do-	 8.10	Mine watching; returned 18/2/46.
W....	ABEILLE 20	-do-	-do-	11.24	MOWT (1940); returned 27/4/46.
W....	AUBE	.....	.....	.....	Retroceded 28/3/45.
W....	CHERBOUR- GEOIS 1	.....	.....	.....03	Harbour service, MOWT (1940), RN (1942); returned 11/11/45.
W.107	CHERBOUR- GEOIS 4 ex-Abeille 12	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	10.30	Harbour service; returned 10/8/46.
W....	DIVETTE	.....	.....	.....16	Harbour service; retroceded French Navy 21/6/45.
W....	ELAN II	.....	.....	.....19	Harbour service; returned 1/10/45.
W....	GATTEVILLE	.....	.....	.....38	Harbour service, NAT; returned 15/9/45.
W....	HAINNEVILLE	.....	.....	.....30	Harbour service; returned 6/9/45.
W....	ISERE	.....	.....	.....19	Retroceded French Navy 7/4/45.
W....	JOBOURG	.....	.....	.....32	Retroceded French Navy 13/9/45.
W....	MOUFLON	.....	.....	.....39	Retroceded French Navy ../../45.
W....	NICOLAAS	Jonker & Stan (Hendrik-Ido-Ambacht)	Alblasserdam Maschinenen	15	Returned 10/4/45.
W.124	PENFELD	.....	.....	.....31	Harbour service; retroceded French Navy ../../46.
.....	PÉTREL 4	.....	.....	.....32	Harbour service; retroceded French Navy 27/4/45.
.....	PEUPLIER	.....	.....	.....18	Harbour service; lost cause & place unknown 30/4/41.
.....	PINGOUIN	.....	.....	.....17	Harbour service; retroceded French Navy 21/9/45.
.....	PINTADE	.....	.....	.....17	Harbour service; retroceded French Navy 13/8/45.
W....	PRÉSIDENT JOHN P BEST ex-Octave Pinnoy, ex-Président Octave Pinnoy	W A van Duyvendijk (Papendrecht)	Huiskens & van Dijk (Dordrecht)	00	MOWT (1940), RN harbour service (1941); returned 27/1/45.
W....	RENÉ DE BES- NERAIS	.....	.....	.....31	Returned 14/11/45.
W....	RÉVILE	.....	.....	.....30	Harbour service, NAT; retroceded French Navy ../7/45.
W....	RISBAN	Le Coquet (Nantes)	Cachot (Paris)	24	Harbour service; returned 4/10/45.
W....	SERVANNAISE	.....	.....	.....18	Harbour service; returned ../../45.
W....	STIFF	.....	.....	.....35	Harbour service, NAT SHRAPNEL (1942), base ship (194.).
W....	URVILLE	.....	.....	.....	Harbour service; retroceded French Navy 5/3/46.
Requisitioned 6/7/40					
W....	IMPERIOUS ex-Flying Linnet	Ferguson (Port Glasgow)	Muir & Houston (Glasgow)	04	Harbour service; scrapped ../../47.
Requisitioned 10/7/40					
W....	BANN (i)	.....	.....	.....31	Harbour service, MACOSQUIN (1943); returned 8/9/45.
Requisitioned 19/8/40					
W....	VIGILANT (ii)			99	Harbour service; returned 27/7/43.

Requisitioned 15/9/40

W....	ANSAY			29	Harbour service; returned 18/8/45.
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Requisitioned 26/9/40

W....	DONAU	Wilton's (Rotterdam)	Wilton's (Rotterdam)	 5.10	Coastal towing; returned .././...
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Requisitioned ../10/40

FY.1830	JUNCO	Goole Shipbuilding	Earle's (Hull)	12.17	Coastal towing; returned 21/5/46.
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Requisitioned 9/10/40

W....	KESTREL			97	Returned 11/5/46.
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Requisitioned 23/10/40

W....	LYNCH	J Meyers (Zalt-Bommel)	Beardmore (Coatbridge)	10.24	Coastal service; returned 25/4/46.
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*ex-Foremost 23***Requisitioned ../11/40**

W....	ATLANTIC COCK	A Hall (Aberdeen)	A Hall (Aberdeen)	 3.32	Harbour service, RASC (194.); returned 1/12/44.
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W....	SILVERLIT			90	Harbour service; sold ../8/46.
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W....	VESPA			21	Harbour service; returned 10/10/45.
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Requisitioned 7/11/40

W....	SUNFISH			07	Harbour service; returned 20/8/46.
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Requisitioned 23/11/40

W....	PETER JOLIFFE				Harbour service; returned 5/7/45.
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Requisitioned ../12/40

W....	FLYING KITE	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	29	Harbour service; mined Clyde 15/9/41.
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W....	IRENE VERNICOS				Coastal service; lost cause & place unknown <i>ca.</i> ../6/40 & written-off as constructive total loss.
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Requisitioned .././41

W.129	FALCON (ii)	G Rennie (London)	J Edwards (Limehouse)	 5.92	Returned .././45.
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W....	LADY STRICK- LAND			13	Harbour service; returned .././46.
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W....	PORTWEY	Harland & Wolff (Govan)	D & W Henderson (Glasgow)	 4.28	Harbour service; returned 7/9/45.
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W....	TIEN HSING	Ta Chung Hua (Shanghai)	Shanghai Dock	35	Coastal service; foundered Red Sea en route Massawa 26/10/43.
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Requisitioned 26/2/41

W....	ALAISIA			29	Coastal service; lost cause unknown Tobruk 20/6/42.
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Requisitioned 28/2/41

W....	ENERGY (i)			99	Harbour service; returned unsuitable 7/4/41.
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Requisitioned 8/3/41

W....	GAUNTLET	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	 9.91	Harbour service; returned 15/12/45.
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ex-Goole No. 8

W....	MENTOR	T B Seath (Glasgow)	Rankin & Blackmore (Greenock)	83	Harbour service; returned 1/12/45.
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*ex-Brock***Requisitioned 21/3/41**

W....	ZOE				Returned 9/4/45.
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Requisitioned 23/4/41

W....	SIR MONTAGU			36	Coastal service; returned 17/12/45.
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Requisitioned ../5/41

W....	YUNG FA	New Engineering & Ship- building Works (Shanghai)	New Engineering & Ship- building Works (Shanghai)	29	Lost cause unknown Singapore ../2/42.
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W....	YUNG TING	S C Farnham (Shanghai)	S C Farnham (Shanghai)	99	Lost cause unknown Singapore ../2/42.
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*ex-Vulcan, ex-Bremen***Requisitioned 24/5/41**

W....	KATRA			35	Harbour service; returned 16/11/43.
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Requisitioned 29/5/41

W....	DUKE				Harbour service; returned 27/3/46.
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Requisitioned 31/5/41

W....	DART			27	Harbour service; returned 13/11/45.
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Requisitioned ../6/41

W....	CHUTING	Yangtsze Engine Works (Hankow)	Yangtsze Engine Works (Hankow)	21	Harbour service; lost cause & place unknown 15/2/42.
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ex-Mogul

W....	FOAM			04	Harbour service; returned 1/8/45.
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W....	VAILLANT	Lobnitz (Renfrew)		88	Bombed German aircraft Tobruk 12/2/42 & written-off as constructive total loss.
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Requisitioned 7/6/41

W....	ALLEN				Harbour service; returned 27/7/45.
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Requisitioned 1/7/41

W....	CANUTE	Thornycroft (Woolston)	Thornycroft (Woolston)	 2.23	Harbour service; returned 18/8/45.
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Requisitioned 7/7/41

W....	WEST WINCH	J Payne (Bristol)	J Payne (Bristol)	 7.20	Coastal service; returned .././43.
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Requisitioned 12/7/41					
W....	TUG 1	Farnham Boyd (Shanghai)	Farnham Boyd (Shanghai)	04	Coastal service; founded Mediterranean 26/10/43.
Requisitioned 26/7/41					
W....	NANCY MORAN ex-Perth Amboy	Staten Island Shipbuilding (Port Richmond)	Staten Island Shipbuilding (Port Richmond)	12	Coastal service; returned ../5/43.
Requisitioned 29/7/41					
.....	SOCONY	 (USA)	 (USA)	99	Coastal service; returned ../5/43.
Requisitioned 1/8/41					
W....	C H SPEDDEN	Pusey & Jones (Wilmington)	E J Codd (Baltimore)	31	Returned ../5/43.
W....	CLAUSENTUM	Thornycroft (Woolston)	Thornycroft (Woolston)	 4.26	Harbour service; returned 3/9/45.
Requisitioned ../8/41					
W....	FROSTY MOLLER ex-Southland	Dublin Dockyard	Vickers Petters (Ipswich)	 5.27	Coastal service; captured IJN place unknown ../12/41.
W....	REINA VICTORIA	.....	.....	.....08	Harbour service; returned 1/5/46.
Requisitioned 16/8/41					
W....	PETER C GALLACHER	(USA)	(USA)	.....	Coastal service; returned .././45.
Requisitioned 18/8/41					
W....	JAMES E HUGHES	(USA)	(USA)	14	Coastal service; returned .././46.
Requisitioned 20/8/41					
W....	AMERICAN	Texas Steamship (Bath)	Staten Island Shipbuilding (Port Richmond)	18	MOWT (1942); returned 21/6/46.
Requisitioned ../9/41					
W....	PATRICIA MOLLER ex-J A Boyd	States Shipbuilding (Williams- town)	McKie & Baxter (Glasgow)	 3.15	Scuttled Hong Kong 25/12/41.
W....	YIN PING ex-Kailan	Kiangnan (Shanghai)	Kiangnan (Shanghai)	 6.14	Gunfire IJN surface warships Far East 15/2/42.
Purchased ../10/41					
W....	VISION	.....	.....	.....	Coastal service; lost cause unknown Mersa Matruh 18/6/42.
Requisitioned ../10/41					
W....	DAISY (i)	.....	.....	.....	Foundered en route Alexandria/Tobruk 4/1/42.
Requisitioned 23/12/41					
W....	NORGROVE ex-Danube II	Philip (Dartmouth)	Earle's (Hull)	 6.10	Harbour service; returned 7/7/45.
Requisitioned 4/12/41					
W.126	FORCEFUL	Stephen (Linthouse)	Stephen (Linthouse)	12.25	RAN; returned ../10/43.
Requisitioned 24/12/41					
W....	CRAY	Philip (Dartmouth)	Philip (Dartmouth)	 4.13	Harbour service; returned ../7/46.
Requisitioned 28/12/41					
W....	CRAIG	.....	.....	.....	Returned .././...
Requisitioned .././42					
W....	KATHLEEN	.....	.....	.....	Harbour service; returned .././45.
W....	MIU	.....	.....	.....13	Harbour service; returned .././46.
Requisitioned 4/2/42					
W....	WHITBURN	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	05	Harbour service; returned ../7/46.
Requisitioned 17/2/42					
W....	BERING	.....	.....	.....	Coastal service; sold .././48.
Requisitioned 23/2/42					
W....	ALLIANCE	.....	.....	.....	Harbour service; mined off Famagusta 29/4/42.
Purchased ../3/42					
W....	LETITIA PORTER	.....	.....	.....	Lost cause & place unknown 12/5/42.
Requisitioned 8/4/42					
W....	PLODDER	.....	.....	.....31	Harbour service; returned .././46.
Requisitioned 8/5/42					
W....	BEECHY	.....	.....	.....18	Returned unsuitable 18/5/42.
Requisitioned 27/5/42/Purchased 24/4/44					
W....	FEARLESS (ii)	Union Iron Works (San Francisco)	Union Iron Works (San Francisco)	99	Coastal service; scrapped .././46.
Requisitioned 29/5/42					
W....	BILLDORA	.....	.....	.....	Lost cause & place unknown 11/11/43.
Requisitioned 1/6/42					
W....	MAIDA II	.....	.....	.....	Harbour service; returned 30/8/45.
Requisitioned 1/7/42					
.....	ROBUSTE	.....	.....	.....	Harbour service; returned 6/12/44.

Requisitioned ../7/42					
W....	ADROIT	Ch Navals & Chaudronneries du Midi (Marseilles)	Ch Navals & Chaudronneries du Midi (Marseilles)	30	Harbour service; returned 10/5/43.
W....	ARDENT	Ch Navals du Midi Martigues (Marseilles)	Ch Navals du Midi Martigues Martigues (Marseilles)	26	Harbour service; returned 10/5/43.
Requisitioned ../8/42					
W....	SUN X	Cochrane (Selby)	Earle's (Hull)	 1.20	Returned ../1/48.
W....	SUN XII	Earle's (Hull)	-do-	 7.25	Returned ../6/45.
Requisitioned ../10/42					
W....	BAIA	Cant Navali Riuniti (Ancona)	Cant Navali Riuniti (Ancona)	12	Foundered in tow en route Mogadishu/Mombasa 3/11/42.
W....	BALNA	.....	.....	.....29	Harbour service; sold 1/10/46.
Requisitioned 16/10/42					
W....	SCOTTIE	.....	.....	.....30	Harbour service; returned 28/8/46.
Requisitioned ../11/42					
W.	EUREKA	C Hillman (Philadelphia)	C Hillman (Philadelphia)	98	Coastal service; lost cause & place unknown ../1/43.
Requisitioned 16/11/42					
W....	CORY BROS	.....	.....	.....	Lost cause & place unknown 9/8/43 & written-off as constructive total loss.
W....	CORY BROS II	.....	.....	.....	Returned 7/12/42.
W.	COURLIS	.....	.....	.....	Harbour service, NAT; returned 15/11/45.
Requisitioned 13/12/42					
W....	DAISY (ii)	.....	.....	.....	Harbour service; returned 15/4/43.
Requisitioned 19/12/42					
W....	MAINSTAY	.....	.....	.....10	Harbour service .././45.
Requisitioned .././43					
W....	GRAY	.....	.....	.....	Harbour service, NAT; returned ../10/46.
W....	LAMENTIN	.....	.....	.....29	Harbour service; returned .././45.
Requisitioned ../3/43					
W....	AIME	.....	.....	.....	Harbour service; returned 16/8/44.
Requisitioned ../12/43					
W....	GEORGE JEW-SON	.....	.....	.....08	Harbour service; returned 31/7/45.
Requisitioned .././44					
W....	LADY JANE	.....	.....	.....	Harbour service, C.768 (1947); sold ../2/51.
W....	NEYROY	.....	.....	.....	Harbour service; returned .././...
Requisitioned 28/1/44					
W....	UTILE	.....	.....	.....	Coastal service; wrecked place unknown ../2/44.
Requisitioned 6/4/44					
W....	LOWESTOFT (ii)	Earle's (Hull)	Earle's (Hull)	12.98	Harbour service; returned 4/8/45.
Requisitioned 17/4/44					
W....	WELLINGTON (ii)	Cran & Somerville (Leith)	Cran & Somerville (Leith)	 9.26	Harbour service; returned 3/7/46.
Requisitioned 1/5/44					
W....	BULWARK	.....	.....	.....16	Harbour service; returned 28/2/46.
W....	LADY CECILIA	.....	.....	.....21	Harbour service; returned 17/7/45.
Requisitioned 15/5/44					
W....	PRIZEMAN	Cochrane (Selby)	Earle's (Hull)	11.25	Coastal service; returned 1/11/44.
Requisitioned 13/6/44					
W....	BEAULIEU	.....	.....	.....01	Returned unsuitable 17/7/44.
Requisitioned ../8/39					
W.47	KENIA	Cochrane (Selby)	Crabtree (Great Yarmouth)	 9.27	Returned 11/11/45.
W....	KROOMAN	-do-	C D Holmes (Hull)	 2.38	Returned 3/8/45.
Requisitioned 28/8/39					
W....	DANUBE V	Cochrane (Selby)	C D Holmes (Hull)	 9.35	Returned 11/10/45.
W....	DANUBE VI	-do-	-do-	10.35	Returned 20/4/45.
W....	NORMAN (ii)	Cochrane (Selby)	Earle's (Hull)	 6.29	DIVERSION (1940), NORMAN (ii) (1945) ; returned 22/6/45.
Requisitioned ../9/39					
W....	MURIA <i>ex-Hotspur, ex-Wrestler</i>	Scott (Bowling)	Aitchison Blair (Glasgow)	 7.14	Mined off North Foreland 8/11/40.
W.43	SALVONIA	Cochrane (Selby)	C D Holmes (Hull)	 1.39	Returned 14/10/45.
Requisitioned 7/9/39					
W....	ENGLISHMAN	Cochrane (Selby)	C D Holmes (Hull)	10.37	Bombed German aircraft 40nm west of Tory 21/1/41.
Requisitioned 9/9/39					
W....	TANGA	Philip (Dartmouth)	Earle's (Hull)	 1.31	Harbour service; returned 31/7/44.
Requisitioned ../10/39					
W....	FAIRPLAY TWO <i>ex-Fairplay XIV</i>	AG Hamburg	AG Hamburg	21	Returned 2/3/40.

Requisitioned ../11/39					
W.89	SUPERMAN	Cochrane (Selby)	C D Holmes (Hull)	 3.33	Returned 14/12/45.
Requisitioned ../12/39					
W.44	SEAMAN	Cochrane (Selby)	Earle's (Hull)	12.24	Returned 2/11/45.
Requisitioned 20/12/39					
W....	LADY BRASSEY	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	10.13	Returned 29/6/46.
W....	LADY DUN- CANNON	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	10.14	Returned 29/6/46.
Requisitioned .././40					
W.74	SABINE	Spedden (Baltimore)	(USA)	17	Returned .././45.
W.193	SEA GIANT ex-Contocook	Staten Island Shipbuilding (Mariners Harbor)	(USA)	20	Sold 3/5/48.
Requisitioned 6/1/40					
W....	CORINGA	Denny (Dumbarton)	McKie & Baxter (Glasgow)	 3.14	Lost cause unknown North Atlantic 23/6/40.
Requisitioned ../2/40					
W....	MARGARET MOLLER ex-Campeador, ex-Ilia Muromets	Shanghai Docks	Shanghai Docks	16	Lost cause & place unknown 31/12/41.
Requisitioned 31/3/40					
W....	HENDON	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	 3.24	Returned 3/7/42.
Requisitioned ../5/40					
W....	THAMES	P Smit (Rotterdam)	P Smit (Rotterdam)	 7.38	Returned 31/8/45.
W.163	ZWARTE ZEE	L Smit (Kinderdijk)	Werkspoor (Amsterdam)	10.33	Returned 31/8/45.
Requisitioned ../6/40					
W....	AMSTERDAM	J Smit (Alblasserdam)	Arnhemsche Stoomsleephelling	37	Returned 8/8/45.
W.121	GOLIATH ex-L'Etalon	Fgs & Ch de la Méditerranée (Le Havre)	Fgs & Ch de la Méditerranée (Le Havre)	21	Returned ../6/45.
W.162	ROODE ZEE	L Smit (Kinderdijk)	J & K Smit (Kinderdijk)	 7.38	Torpedoed German MTB S... off Dungeness 24/4/44.
W....	SEINE	Rotterdamsche Droogdok	Rotterdamsche Droogdok	 7.08	Returned 24/8/45.
W....	WITTE ZEE	J & K Smit (Kinderdijk)	Maschinfabrik Kinderdijk)	 7.14	Returned .././45.
Requisitioned 28/6/40					
W.02	HUDSON	P Smit (Rotterdam)	P Smit (Rotterdam)	39	Returned 31/8/45.
W.156	SCHELDE	-do-	-do-	11.26	Returned 31/8/45.
Seized 3/7/40					
W.94	ABEILLE 4 ex-Nereidia	Cochrane (Selby)	C D Holmes (Hull)	 3.39	Returned 20/12/45.
W....	ABEILLE 21	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	 3.25	Returned 20/12/45.
W.68	ATTENTIF	Fgs & Ch de la Gironde (Bordeaux)	.....	.....38	Retroceded French Navy 7/8/45.
W.35	CHAMPION	-do-	.....	.....39	Retroceded French Navy 8/8/45.
W.99	CHERBOUR- GEOIS 3 ex-Abeille 11	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	... 7.13	MOWT (1944); returned 12/12/45.
W....	INFATIGABLE	.....	.....	.....98	LUTTEUR (1941); retroceded French Navy 18/9/46.
W.56	MAMMOUTH	.....	.....	.....17	Retroceded French Navy 17/8/45.
W.70	MASTODONTE	.....	.....	.....17	Retroceded French Navy ../3/45.
Requisitioned 26/7/40					
W....	OCEAN COCK	A Hall (Aberdeen)	A Hall (Aberdeen)	 3.32	Harbour service; returned 21/12/45.
Requisitioned ../4/41					
W.127	WATO	J T Eltringham (South Shields)	G T Grey (South Shields)	 8.04	RAN; returned .././46.
Requisitioned 11/7/41					
W.174	BARWICK	Bethlehem Shipbuilding (Elizabeth)	Bethlehem Shipbuilding (Elizabeth)	19	BEHEST (1944), mercantile <i>Sansone</i> (1947), <i>Opus</i> (1953).
Salved .././42					
W.148	CAPTIVE ex-Hans Captive, ex-Max Berendt	Norderwerft (Hamburg)	Dresdener Maschinen & Schiffwerft	23	Beached Potomas Bay 3/2/46 & written-off as constructive total loss.
Requisitioned ../1/42					
W....	HERCULES ex-Porto Ercole	.....	.....	.....	RASC (194.); returned ../12/48.
Requisitioned ../9/42					
W.128	WAREE	Cockatoo Dockyard	Cockatoo Dockyard	39	RAN; returned .././46.
Requisitioned 8/4/43					
W....	ZURMAND	Scott (Bowling)	G Plenty (Newbury)	 2.38	Returned 3/5/43.
Requisitioned ../1/44					
W.82	RICHARD LEE BARBER	.....	.....	.....40	Returned 7/7/45.

Salvage Tugs/Vessels

At the outbreak of the Second World War there were no salvage vessels in the Royal Navy as this was hardly their peace-time task; but there were sufficient commercial organisations worldwide to meet the small but irregular demand for salvage services, which was a highly specialised profession. Although one salvage vessel was hurriedly requisitioned—ironically it was a former naval “Mersey” class trawler converted in 1937—mercantile losses rose sharply after the French surrender, so that a small programme of new construction was started in 1941 to supplement existing facilities, that were by now inadequate. Both seagoing and coastal salvage were required, and a small number of each type were made available from the USA under Lease/Lend arrangements.

Trawler conversion: IRONAXE.

For details see under “Axe” class trawlers.

Trawler conversion: LONGTOW.

For details see under “Mersey” class trawlers.

“King Salvor” class: KING SALVOR, OCEAN SALVOR, PRINCE SALVOR, SALVAGE DUKE, SALVALOUR, SALVENTURE, SALVESTOR, SALVICTOR, SALVIGIL, SALVIKING, SALVIOLA, SEA SALVOR. **Submarine rescue vessel** *RECLAIM.

Displacement: 1,440 tons (1,780 tons full load) except * 1,550 tons (1,890 tons full load).

Dimensions: 200¼ (pp)/217 (oa) × 37¾ × 18d/13 (15½ full load) feet except * 200¼ (pp)/217¾ (oa) × 37¾ × ...d/13½ (16 full load) feet.

Machinery: Two SE cylindrical boilers (200lb/in²), two shafts, reciprocating (VTE cyl 14in:23in:38½in × 24in stroke) IHP 1,500 = 12 knots.

Bunkers & radius: O.F. 310 tons,nm @ ..k.

Armament: Four 20mm AA (4×1) guns.

Complement: 72 except * 84.

“BARS-1” class: CALEDONIAN SALVOR, CAMBRIAN SALVOR, ATLANTIC SALVOR, PACIFIC SALVOR.

Displacement: 1,360 tons.

Dimensions: 200 (pp)/213¾ (oa) × 39 × ...d/12 feet.

Machinery: Two shafts, diesel engines/generators/electric motors BHP/kW/ SHP 2,780/2,500/2,400 = 16½ knots.

Bunkers & radius: O.F. ... tons,nm @ ..k.

Armament: Two 40mm AA (2×1), four 20mm AA (4×1) guns.

Complement: 45.

“BARS-5” class: AMERICAN SALVOR, BOSTON SALVOR, LINCOLN SALVOR, PLYMOUTH SALVOR, QUEBEC SALVOR, QUEEN SALVOR, SOUTHAMPTON SALVOR, YORK SALVOR.

Displacement: 800 tons.

Dimensions: 170 (pp)/183¼ (oa) × 37 × 20½d/14¾ feet.

Machinery: Two shafts, Cooper-Bessemer 8cyl (bore 10½in × 13½in stroke) diesel engines (two/shaft)/generators (two/shaft)/electric motors BHP/kW/ SHP 1,440/1,250/1,200 = 12 knots.

Bunkers & radius: O.F. ... tons,nm @ ..k.

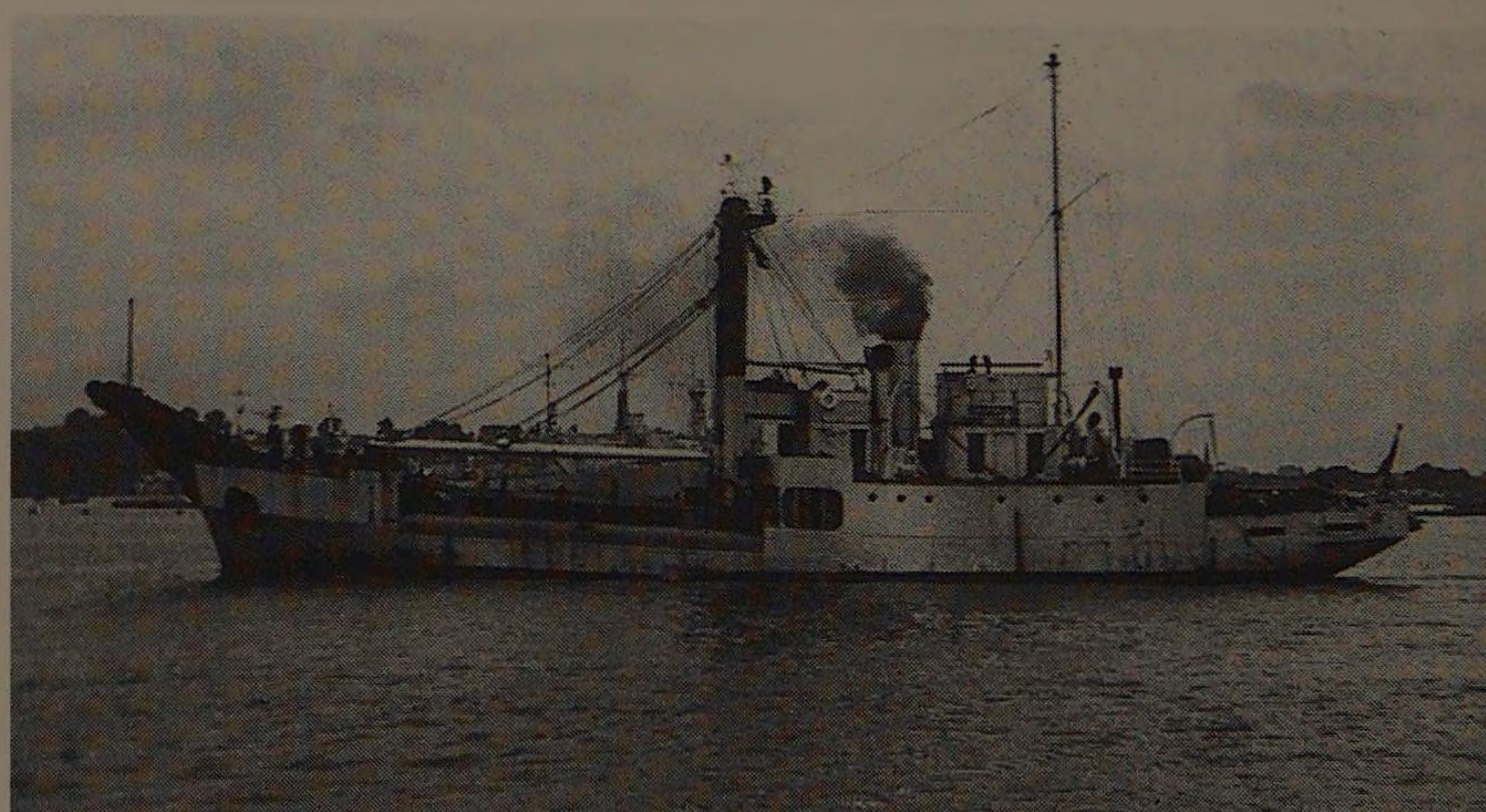
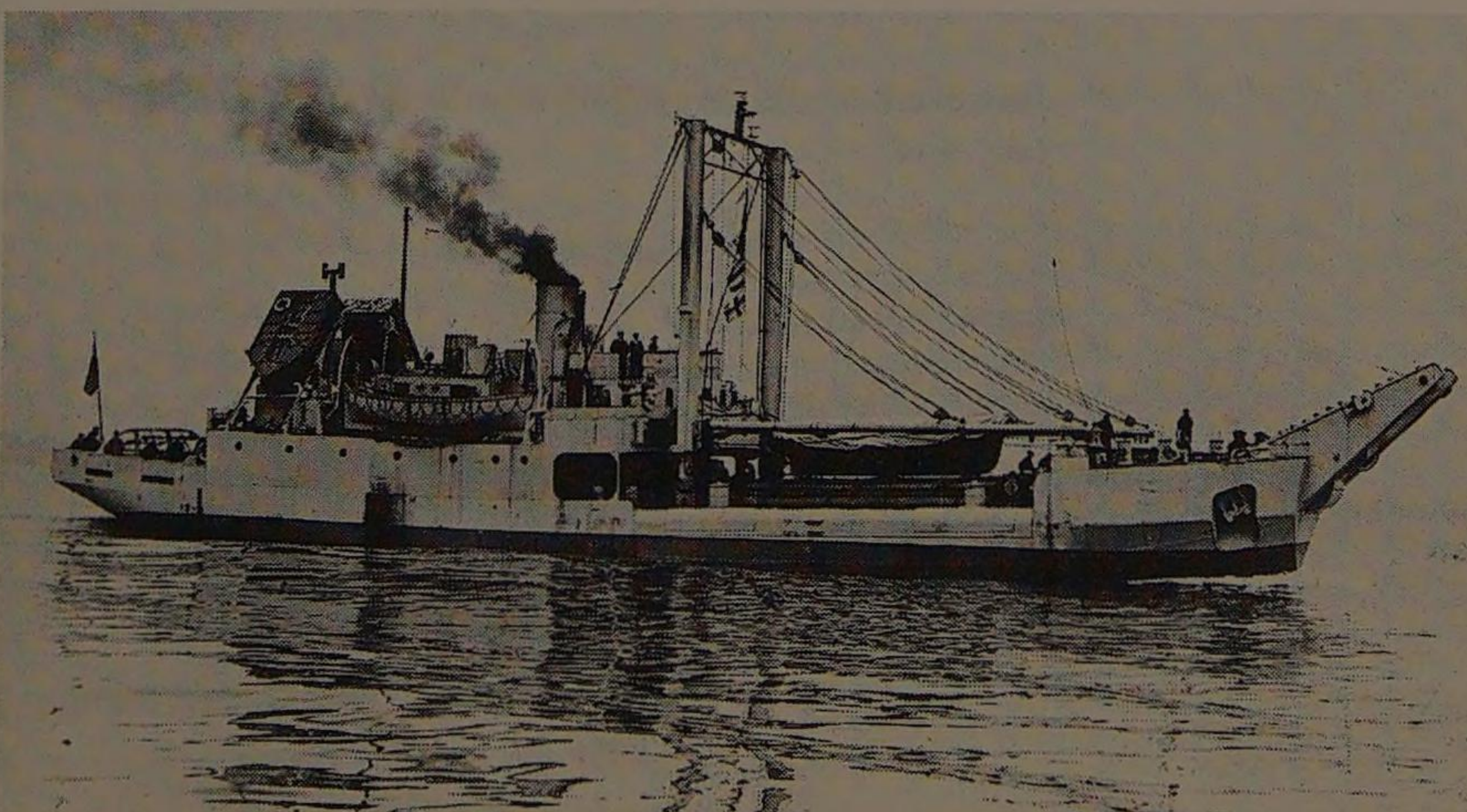
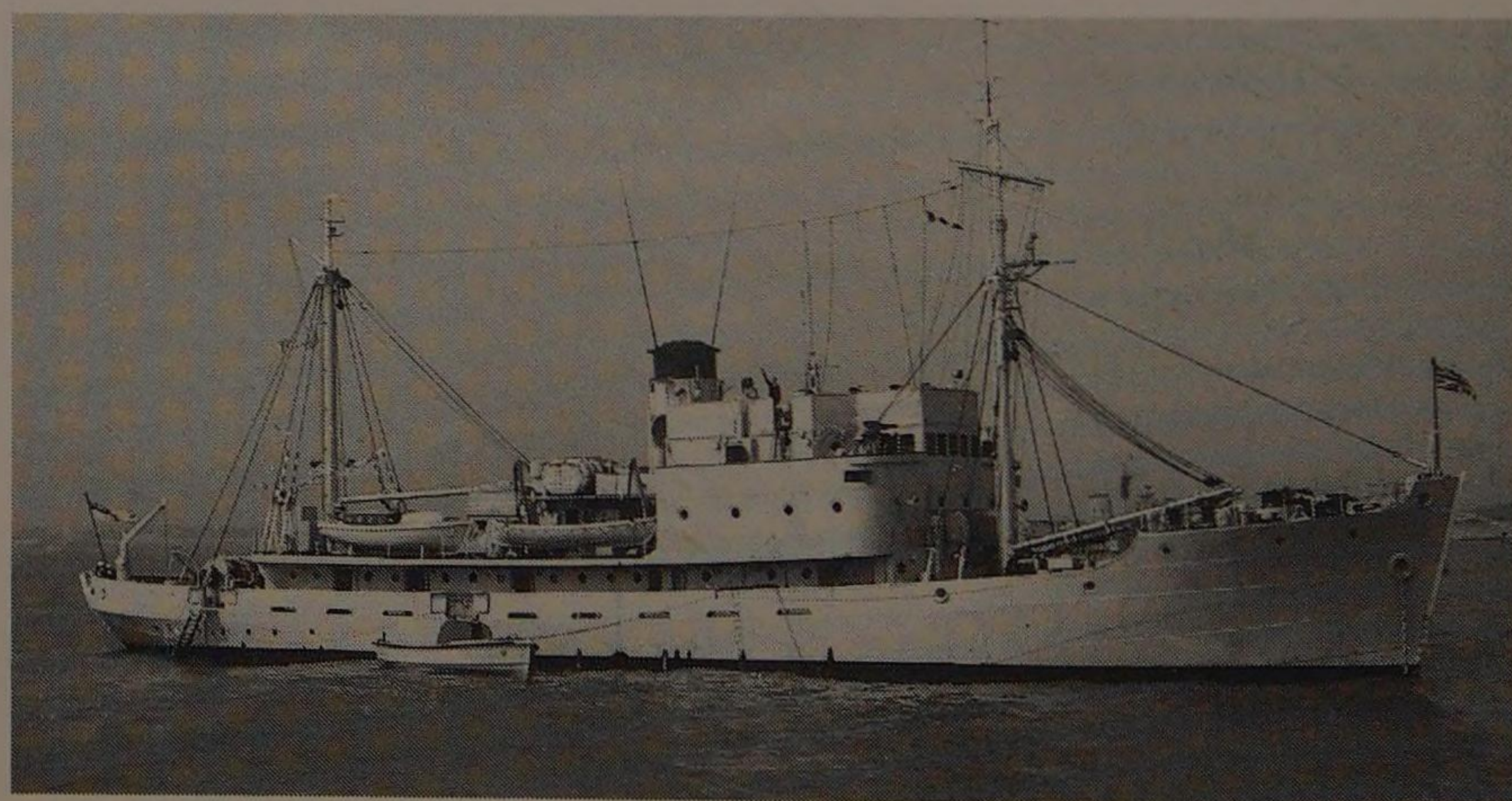
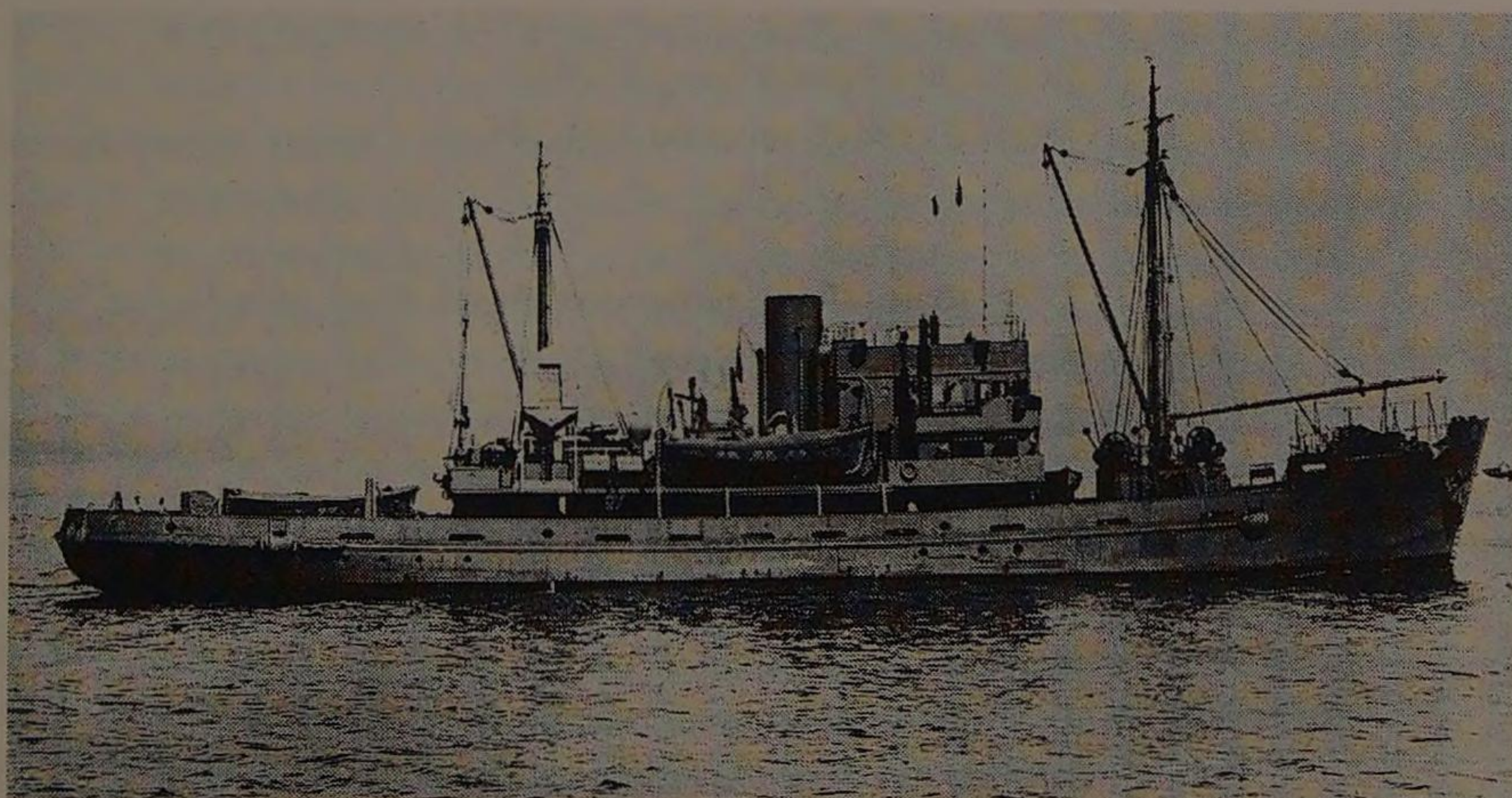
Armament: One 3in AA, two 20mm AA (2×1) guns.

Complement: 35.

Below left: The ocean salvage vessel *Salvigil* was armed with four 20mm AA (4×1) guns: two forward and two aft. (IWM)

Below right: The *Reclaim* was converted from an ocean salvage to a submarine rescue and diving vessel while building.

Bottom: The coastal salvage vessels *Swin* (left) and *Uplifter* (right) were armed with two 20mm AA (2×1) on the bridge wings. (?/IWM)



Trawler conversion: BRANSFIELD.

296 tons gross: 125 (pp)/..... (oa) × 27 × 14½d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VC cyl 13in:28in × 20in stroke) IHP 150 = 7½ knots, coal ... tons (.....nm @ ...k): complement ...: wood hull.

Mooring vessel: SALVEDA.

Displacement: 1,250 tons (1,430 tons full load).

Dimensions: 185 (pp)/195 (oa) × 34¾ × 17d/12¾ (14½ full load) feet.

Machinery: Two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 17in:28in:47in × 28in stroke) IHP 1,200 = 12 knots.

Bunkers & radius: O.F. 150 tons,nm @ ..k.

Armament: Four 20mm AA (4×1) guns.

Complement: 62.

“Dispenser” class: DISPENSER, HELP, KINBRACE, KINGARTH, KINGUSSIE, KINLOSS, LIFELINE, RESTFUL, SUCCOUR, SWIN, UPLIFTER.

Displacement: 950 tons (1,095 tons full load).

Dimensions: 150 (pp)/176¾ (oa) × 35¾ × 16d/10½ (12¼ full load) feet.

Machinery: One SE cylindrical boiler (225lb/in²), one shaft, reciprocating (VTE cyl 11¾in:19¾in:34in × 24in stroke) IHP 600 = 9 knots.

Bunkers & radius: O.F. 125 tons,nm @ ..k.

Armament: Two 20mm AA (2×1) guns.

Complement: 34.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Requisitioned ..9/39							
W.93	LONGTOW ex-Henry Lancaster	Cochrane (Selby)	C D Holmes (Hull)	18	26. 5.18	8. 4.19	Returned 29/11/45; sold T W Ward .././50, arrived Grays 8/1/51 for scrapping.
Ordered 10/1/41							
W.191	KING SALVOR	W Simons (Renfrew)	W Simons (Renfrew)	17. 5.41	18. 5.42	17. 7.42	Submarine rescue vessel KINGFISHER (1942), Argentinian Navy TEHUELCHÉ (1960), GUARDIAMARINA ZICARI (1963).
W....	SALVENTURE	-do-	-do-	11.10.41	24.11.42	18.12.42	RHN SOTIR (1948); scrapped ../11/78.
W.176	SALVESTOR	-do-	-do-	20. 9.41	28. 8.42	30. 9.42	Sold T W Ward ../6/70, arrived Briton Ferry .././70 for scrapping.
W....	SALVIKING	-do-	-do-	27. 1.42	22.12.42	27. 1.43	Torpedoed German submarine U.168 270nm south-west of Colombo 14/2/44.
Ordered 25/12/41							
W.05	PRINCE SALVOR	Goole Shipbuilding	Whites Marine Engineering (Hebburn)	8. 7.42	8. 3.43	8. 9.43	Sold Davies & Cann 3/11/67, arrived Plymouth .././67 for scrapping.
W....	SEA SALVOR	-do-	-do-	9. 8.42	22. 4.43	 2.44	Sold T W Ward 8/1/73, arrived Grays .././73 for scrapping.
Ordered 22/5/42							
W....	OCEAN SALVOR	W Simons (Renfrew)	W Simons (Renfrew)	2.10.42	31. 8.43	23. 9.43	Mercantile (name unchanged – 1960); scrapped Karachi .././67.
W.34	SALVAGE DUKE	-do-	-do-	29. 7.42	1.11.43	24.11.43	Turkish Navy IMROZ (1947); burnt-out place unknown 13–14/1/59 following explosion tanker <i>Mirador</i> while under salvage.
Ordered 13/8/42							
W.190	SALVICTOR	W Simons (Renfrew)	W Simons (Renfrew)	27. 6.43	11. 3.43	31. 3.44	Sold T W Ward ../6/70, arrived Briton Ferry .././70 for scrapping.
Ordered 17/4/43							
W....	SALVALOUR	Goole Shipbuilding	Aitchison Blair (Clydebank)	7. 1.44	2.11.44	4. 9.45	Sold Robin Shipyard (Singapore) 25/11/71 for mercantile use?
W....	SALVERDANT	W Simons (Renfrew)	-do-	9. 4.46	12. 3.48	10.48	Completed submarine rescue vessel RECLAIM (1948); sold Belgian shipbreaker .././82, arrived Bruges 15/5/82 for scrapping.
Ordered 7/6/43							
W....	SALVIGIL	Simons (Renfrew)	Simons (Renfrew)	23. 6.44	30. 4.45	23. 5.45	Mercantile <i>Nisos Salamis</i> (1965).
W....	SALVIOLA	-do-	-do-	23. 6.44	9. 7.45	25. 7.45	Turkish Navy IMROZ II (1959).
Ordered .././41							
W....	CALEDONIAN SALVOR ex-BARS. 1	Basalt Rock (Napa)	.....	.....41	22. 8.42	43	RAN (1943), mercantile <i>Sudbury II</i> (1947).
W....	CAMBRIAN SALVOR ex-BARS. 2	-do-	-do-	41	7. 9.42	43	RAN (1943), mercantile <i>Caribsche Zee</i> (1962).
W....	ATLANTIC SALVOR ex-BARS. 3	-do-	-do-	42	24.10.42	23. 8.43	Retained USN CLAMP (ARS.33); discarded .././63.
W....	PACIFIC SALVOR ex-BARS. 4	-do-	-do-	42	24.10.42	24. 9.43	Retained USN GEAR (ARS.34).

Ordered .././41							
W....	AMERICAN SALVOR ex-BARS. 5	Barbour Boat Works	Cooper-Bessemer (Grove City)	41	27.12.42	43	Returned USN 3/10/46.
W....	BOSTON SALVOR ex-BARS.6	-do-	-do-	42	20. 2.43	43	Rocketed Antwerp 16/3/45 & written-off as constructive total loss; scrapped Antwerp ../3/45.
W....	PLYMOUTH SALVOR ex-BARS. 7	American Car & Foundry (Wilming-ton)	-do-	7. 4.42	21. 4.43	14. 8.43	Retained USN WEIGHT (ARS.35); sold D Davidoff (Suisun Bay) 24/7/47.
W....	YORK SALVOR ex-BARS. 8	-do-	-do-	28. 4.42	6. 5.43	6.10.43	Retained USN SWIVEL (ARS.36); sold L O Butts (West Newton) 6/12/46 & scrapped.
W....	LINCOLN SALVOR ex-BARS. 9	Bellingham Marine Railway	-do-	42	14.11.42	43	Returned USN ../9/46, RHN AGEROCHOS (1947), mercantile (name unchanged - 1955); sold
W....	SOUTHAMPTON SALVOR ex-BARS. 10	-do-	-do-	42	23. 1.43	43	Returned USN ../10/46, RHN ALKIMOS (1947); scrapped Greece .././53.
W....	QUEBEC SALVOR ex-BARS. 11	-do-	-do-	17.11.42	20. 5.43	24. 2.44	Retained USN VALVE (ARS.28); sold W H Wilms 26/7/48.
W....	QUEEN SALVOR ex-BARS. 12	-do-	-do-	29. 1.43	30. 6.43	7. 4.44	Retained USN VENT (ARS.29); sold H J Barbey 30/6/48, mercantile <i>Western Pioneer</i> (1949).
Ordered 23/10/41							
W....	SALVERDANT	Cammell Laird (Birk-enhead)	Cammell Laird (Birk-enhead)	28. 7.42	9. 2.43	15. 5.43	Mercantile (name unchanged – 1947/57), sold G Vamvounakis .././72 for mercantile use?
Ordered 13/8/42							
W....	DISPENSER	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	42	22. 4.43	10.43	Mercantile (name unchanged – 1955), <i>Salvage Chieftain</i> (1977).
W....	HELP	-do-	-do-	42	5. 5.43	 1.43	Mercantile (name unchanged – 1950); scrapped Wormerveer .././68.
W....	LIFELINE	-do-	-do-	42	17. 8.43	 2.44	Mercantile (name unchanged – 1947); scrapped ../4/81.
W....	SUCCOUR	-do-	-do-	42	18. 8.43	 3.44	Sold Arnott Young 6/9/73, arrived Dalmuir ../11/73 for scrapping.
W.06	UPLIFTER	-do-	-do-	43	29.11.43	 4.44	
Ordered 21/1/43							
W....	SHIPWAY	A Hall (Aberdeen) (Middlesbrough)	Smiths Dock	43	25. 3.44	10.44	SWIN (1944); sold ../8/73.
W....	SLEDWAY	-do-	-do-	43	22. 5.44	12.44	KINGARTH (1944), RHN (1946/49).
Ordered 18/4/43							
W....	RESTFUL	A Hall (Aberdeen)	.....	.....	.....	.....	Cancelled ../10/44.
W....	SOLWAY	H Robb (Leith)	.....	.....	.....	.....	KINGUSSIE (1944); cancelled ../10/44.
W....	KINBRACE	A Hall (Aberdeen)	A Hall (Aberdeen)	44	17. 1.45	 5.45	
W...	KINLOSS	-do-	-do-	44	14. 4.45	 7.45	

Auxiliary Salvage Tugs/Vessels

Auxiliary salvage tug: ABEILLE 14.

Auxiliary salvage tug: DAPPER.

Drifter conversion: DARDA.

For details see under auxiliary harbour service drifters.

Auxiliary salvage tug: EXPRESS.

Coaster conversion: GAMTOOS.

794 tons gross: 192 (pp)/199 (oa) × 31 × 14d/13¾ feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 15in:25½in:41in × 30in



Above: The salvage tug *Abeille 21* was a French unit that was seized in the U.K. (IWM)

stroke) IHP 700 = 10 knots, coal tons (.....nm @ ...k): guns:
complement ...

Auxiliary salvage tug: KEVERNE.

Trawler conversion: LONGTOW.

See under “Mersey” class trawlers for details.

Trawler conversion: MITRES.

See under A/P trawlers for details.

Auxiliary salvage tug: NESSUS.

Paddle steamer conversion: QUEEN OF THANET.

Auxiliary salvage tug: SALVAGE KING.

Auxiliary salvage tug: TAI KOO.

Auxiliary salvage tug: VIKING.

Trawler conversion: WRANGLER.

See under A/P trawler *Triton* for details.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned .././39					
W....	EXPRESS (ii)	W B Thompson (Dundee)	W B Thompson (Dundee)	90	Returned .././...
W....	SALVAGE KING	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	 2.25	Wrecked off Duncansby Head 12/9/40.
Requisitioned ../8/39					
.....	KEVERNE ex-Kinsman	Cook, Welton & Gemmell (Beverley)	Vauxhall & West Hydraulic Engineering (Luton)	 4.08	Returned 10/9/46.
Requisitioned ../9/39					
W....	LONGTOW ex-Henry Lancaster	-do-	C D Holmes (Hull)	8. 4.19	Returned ../11/45.
Requisitioned 12/9/39					
.....	QUEEN OF THANET ex-Melton	Hamilton (Port Glasgow)	Hamilton (Port Glasgow)	16	Returned 7/6/46, <i>Solent Queen</i> (1951); sold 1951 & scrapped.
Requisitioned 30/9/39					
	DARDA	.....	.....	.....11	Returned MOWT .././42.
Requisitioned 8/6/40					
W....	WRANGLER ex-Penhoët, ex-Fives-Lille	Fives-Lille (Calais)	Fives-Lille (Calais)	84	Returned unsuitable 15/6/40.
Requisitioned 9/6/40					
4.04	MITRES	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	10.17	Returned ../11/45.
Seized 3/7/40					
W....	ABEILLE 14	Cochrane (Selby)	C D Holmes (Hull)	11.27	MOWT (1942); returned 20/12/45.
W....	NESSUS ex-Centaure	.....	.....	.....12	Retroceded French Navy .././45.
Requisitioned 16/7/40					
.....	GUIDE US	.....	.....	.....08	MOWT (1942).
Requisitioned 6/8/40					
.....	IRONAXE ex-Commandant Vergoignan, ex-Ironaxe, ex-T.22	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	16	Returned 4/4/46.
Requisitioned 29/8/40					
.....	MAGGIE LOUGH	J Miller (Anstruther)	J Cran (Leith)	08	Returned .././...
Requisitioned 25/9/40					
W....	DAPPER	New York Shipbuilding (Camden)	J W Sullivan (New York)	15	Returned 29/6/46.
Requisitioned 19/11/40					
W....	VIKING	Burmeister & Wain (København)	Burmeister & Wain (København)	04	Bombed German aircraft Piraeus 6/4/41.
Requisitioned ../4/41					
W....	TAI KOO	Taikoo Dockyard (Hong Kong)	Taikoo Dockyard (Hong Kong)	37	Mined Red Sea 12/9/41.
Requisitioned .././42					
W....	GAMTOOS	Scott (Bowling)	Aitchison Blair (Clydebank)	11.37	Returned .././46.
Requisitioned ../4/43					
4.81	BRANSFIELD ex-Veslekari	C Jensen (Asker)	Skiens Verksteder	18	Returned 4/7/46.

Wreck Locating/Dispersal Vessels

In 1942 it was decided to make a start in clearing the numerous wrecks sunk in fairways and harbours as a result of enemy action, mainly on the south and east coasts of England. These wrecks had first to be located, and then dispersed by explosive charges; and the following vessels were therefore fitted-out:—

Wreck locating vessel: ASTRAL.

Wreck dispersal vessel: ARY.

Wreck dispersal vessel: COLCHESTER.

Wreck dispersal vessel: RAMPANT.

Wreck dispersal trawler: ADMIRAL SIR JOHN LAWFORD.

See under auxiliary M/S trawlers for details.

Wreck dispersal trawler: BURKE.

See under auxiliary M/S trawlers for details.

Wreck dispersal trawler: CLYNE CASTLE.

See under auxiliary M/S trawlers for details.

Wreck dispersal trawler: JACINTA.

See under auxiliary patrol trawlers for details

Wreck dispersal trawler: LUNE.

See under auxiliary M/S trawlers for details.

Wreck dispersal trawler: MADDEN.

See under “Strath” class trawlers for details.

Wreck dispersal trawler: MARIA.

407 tons gross: 166¼ (pp)/..... (oa) × 26 × 12½d/.... feet: one SE cylindrical boiler (....lb/in²), one shaft, reciprocating (VTE cyl 400mm:650mm:1,050mm × 680mm stroke) IHP 550 = 11 knots, coal tons (.....nm @ ...k): guns: complement ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../6/40					
4.147	ASTRAL <i>ex-Pilote 14</i>	.....	.....	.....30	Returned .././45
Requisitioned 26/8/39					
FY.508	CLYNE CASTLE	.....	.....	.....29	Wreck dispersal vessel (19...).
Requisitioned 29/8/39					
4.415	ADMIRAL SIR JOHN LAWFORD	.....	.....	.....30	Returned 12/1/46.
Requisitioned 2/9/39					
4.416	LUNE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	30	Sold ../7/46.
Requisitioned 13/9/39					
FY.605	BURKE	.....	.....	.....30	Sold ../1/46.
Requisitioned 27/5/40					
4.138	JACINTA	Cochrane (Selby)	C D Holmes (Hull)	12.15	Sold ../5/46
Captured 29/5/41					
4.167	MARIA <i>ex-Augusr Wreidt,</i> <i>ex-Dolly Kühling</i>	H Koch (Lübeck)	Ottensener (Altona)	29	Scrapped ../6/51.
Requisitioned ../7/41					
FY.523	COLCHESTER <i>ex-Felixstowe</i>	.....	.....	.....18	Returned ../1/46.
Requisitioned 24/2/40					
FY.784	MADDEN <i>ex-William</i> <i>Browning</i>	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	 6.17	Returned 23/4/46.
Captured ../6/40					
4.82	RAMPANT <i>ex-Empire Sentinel,</i> <i>ex-Phaedra</i>	.....	.....	.....98	MOWT ../4/46.
Requisitioned ../../43					
4.48	ARY <i>ex-Ary Scheffer</i>	.....	.....	.....04	MOWT 12/4/46.

Torpedo Recovery Vessels

Admiralty design: Nos. 1/8.

Displacement: 235 tons.
Dimensions: 95 (pp)/103 (oa) × 20¾ × 9d/6 (... full load) feet.
Machinery: One shaft, Widdop 6cyl (bore 11½in × 13½in stroke) diesel engine BHP 300 = 9½ knots.

Bunkers & radius: O.F. ... tons,nm @ ...k.
Armament: One 20mm AA gun.
Complement: 12.

In addition to the above there were a large number of twin-screw 40ft and 60ft launches classed as TRVs.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 14/9/40							
.....	TRV.1	Watson (Gainsbor- ough)	H Widdop (Keighley)	.....	4. 4.42	.....	Sold ../6/69.
.....	TRV.2	Rowhedge Ironworks	-do-	.....	1. 4.42	.....	Mercantile <i>Island Commodore</i> (1950); sold C Barrett 28/12/54.
Ordered 15/8/41							
.....	TRV.3	Richards (Lowestoft)	H Widdop (Keighley)	.....	23. 1.43	.....	Sold 9/9/68 & scrapped Newhaven.
Ordered 24/1/42							
.....	TRV.4	Rowhedge Ironworks	H Widdop (Keighley)	.....	20. 2.43	.....	Base ship DOLPHIN (1957/60); sold <i>ca.</i> ../71.
Ordered 21/3/42							
.....	TRV.5	Watson (Gainsbor- ough)	H Widdop (Keighley)	.....	23. 2.43	.....	Mercantile <i>Nordaas</i> (1946).
Ordered 30/7/43							
.....	TRV.6	Watson (Gainsbor- ough)	H Widdop (Keighley)	.....	27. 4.45	.....	ENDLEIGH (1964).
.....	TRV.7	-do-	-do-	.....	6.10.45	.....	Transport (1948); sold Island Shipping 2/2/55.
.....	TRV.8	-do-	-do-	.....	17. 4.46	10.46	Mercantile <i>Arrowhead</i> (1952); sold C Barrett 6/8/55.

Name	Builder	Completed	Fate
Ordered ../../..			
TRV.1	Halvorsen (Sydney)	45	RAN J'ATTENDRAI (19..), mercantile <i>Eucumbene II</i> (1957), <i>Zane Gray II</i> (19..).
TRV.2	-do-	45	RAN; sold 29/10/71.
TRV.3	-do-	45	RAN, mercantile <i>Snowy</i> (1968), <i>Deerubbun</i> (1984).
TRV.4	Crowley (Brisbane)	.....	RAAF.
TRV.5	-do-	.....	RAAF.
TRV.6	-do-	.....	RAAF.
TRV.7	-do-	.....	RAAF.
TRV.8	-do-	.....	RAAF.
TRV.9	-do-	.....	RAAF.
TRV.10	-do-	.....	RAAF.
TRV.11	-do-	.....	RAAF.
TRV.12	-do-	.....	RAAF.
TRV.13	-do-	.....	RAAF.
TRV.14	-do-	.....	RAAF.
TRV.15	-do-	.....	RAAF.
TRV.16	-do-	.....	RAAF.
Machinery contracts: Perkins (Peterborough).			

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 30/8/39					
FY.1607	BURNHAVEN <i>ex-Gust</i>	A Hall (Aberdeen)	.....	6.12.18	Returned 14/11/45.
Requisitioned 3/10/39					
.....	EXCEL IV	.....	.....	.....19	Returned ../../45.
Requisitioned ../11/39					
FY.977	INTERNOS <i>ex-Inter-Nos</i>	.....	.....	.....08	Returned ../3/46.
Requisitioned 27/11/39					
FY.911	OCEAN SCOUT	.....	.....	.....13	Returned 22/12/45.
Requisitioned 29/11/39					
FY.1971	NETSUKIS	.....	.....	.....13	Returned 17/4/46.
Requisitioned 5/12/39					
FY.1543	EUNICE & NELLY <i>ex-Florence Prit- chard, ex-Froth</i>	A Hall (Aberdeen)	.....	25.10.18	Returned ../10/45.
Requisitioned 16/5/40					
.....	ALEX WATTS	.....	.....	.....13	Returned 21/3/46.
Requisitioned 18/5/40					
FY.1757	BLUE HAZE	J W Brooke (Lowestoft)	.....	6. 6.19	Returned ../2/46.
.....	BOW WAVE	-do-	.....	29. 7.19	Returned 23/9/46.
Requisitioned 16/6/40					
.....	OAK APPLE	.....	.....	.....10	Returned ../4/46.

Requisitioned 10/10/40

.....	MARGUERITE			31	Tug (1943).
	MARIE LOISE				

Requisitioned 9/11/40

.....	OCEAN RANGER			07	Returned ..1/46.
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Boom Defence Vessels

All naval and commercial harbours, where geographical conditions permitted, were protected by strong booms once hostilities commenced. Initially, until the necessary vessels and *matériel* had been assembled, a small number of blockships were used, but such measures were necessarily limited.

The Royal Navy finished the First World War with a wealth of experience in this type of work, but with only a small number of mooring vessels once requisitioned craft had been returned to commercial ownership. The residue of vessels also included sixty dumb barrage vessels, specially built for the Dover barrage; but no such ambitious scheme as this was attempted in the Second World War.

In the years between the wars the Royal Navy prepared a sound nucleus for the boom defence organisation. As boom vessels of all categories were relatively cheap they were included, in small numbers, in the annual estimates; where their low cost did not attract the attention directed on the larger warships.

For laying, tending, and operating booms both mooring and gate vessels were required: the former to lay the buoys from which the boom was suspended and secured; and the latter to work that part of the boom made as a gate to allow vessels to enter, or leave, the protected area. Many of the dumb barrage vessels were adapted for the latter purpose, which created the illusion that non-propelled craft were suitable for gate operations, and resulted in a further class of dumb gate vessels later on. But the inability of both types to make ocean voyages resulted in some commercial trawlers being purchased and converted to boom defence vessels, to perform both mooring and gate duties; while a naval-designed vessel capable of world-wide employment was put in hand, and evaluated.

This resulted in the ubiquitous “Bar-” class which served everywhere, and could perform any of the duties connected with boom defence. As buoy-laying was not solely confined to boom defence, a further class of mooring vessels were built during the war; but the difference between them and the boom defence vessels was more one of employment than of construction. Generally, the boom defence vessels were naval-manned, and wore the white ensign; and the mooring vessels were mercantile-manned, and wore the blue ensign of the Royal Fleet Auxiliary service. In addition to the seven trawlers purchased prior to the outbreak of war some 130 were requisitioned, or purchased, during the war to meet the boom defence requirements world-wide.

“Mersey” class: BARNET, FASTNET.

See under “Mersey” class trawlers for details.



Prototype BDV: DUNNET.

Displacement: 385 tons (... tons full load).

Dimensions: 125 (pp)/134½ (oa) × 26½ × ...d/9 feet.

Machinery: One SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl 10½in:17¼in:29in × 22in stroke) IHP 350 = 10 knots.

Bunkers & radius: Coal 80 tons,nm @ ..k.

Armament: One 12pdr AA gun.

Complement: 15.

“Bar-” class: BARBAIN, BARBARIAN, BARBASTEL, BARBECUE, BARBERRY, BARBETTE (i), BARBETTE (ii), BARBICAN, BARBOUR, BARBOURNE, BARBRAKE, BARBRIDGE, BARBROOK, BARCAROLE, BARCASTLE, BARCLIFF, BARCLOSE, BARCOCK, BARCOMBE, BARCONIA, BARCOTE, BARCROFT, BARCROSS, BARDELL, BARDOLF, BARFAIR, BARFIELD, BARFLAKE, BARFOAM, BARFOIL, BARFOOT, BARFORD, BARFOSS, BARFOUNT, BARGLOW, BARHILL, BARHOLM, BARILLA, BARITONE, BARKING, BARKIS, BARLAKE, BARLANE, BARLEYCORN, BARLIGHT, BARLOW, BARMILL, BARMOND, BARMOUTH, BARNABY, BARNARD, BARNDALE, BARNEATH, BARNEHURST, BARNESS, BARNSTONE, BARNWELL, BARON, BARONIA, BAROVA, BARRAGE, BARRANCA, BARRHEAD, BARRICADE, BARRIER, BARRINGTON, BARRYMORE, BARSING, BAROUND, BARSPEAR, BARSTOKE, BARTHORPE, BARTIZAN, BARWIND, *KANGAROO, *KARANGI, *KOALA.

Displacement: 730 tons (875 except * 890 tons full load).

Dimensions: 150 (pp)/173¾ × 32¼ × ...d/9½ (11½ full load) feet.

Machinery: Two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 14¾in:23½in:39in × 24in stroke) IHP 850 = 11¾ knots.

Bunkers & radius: Coal 124 tons except * O.F. 140 tons,nm @ ..k.

Armament: One 12pdr AA gun.

Complement: 32.

“-net” class: BAYONET, BOWNET, BURGONET, DRAGONET, FALCONET, KOOKABURRA, MAGNET, MARTINET, PLANET, PLANTAGENET, SIGNET, SONNET.

Trawler conversion: JENNET.

These mid-water trawlers were purchased pre-war to remedy an immediate shortage of boom defence vessels, and older and slower units—and so cheaper—were acceptable for this role.

358 tons gross: 140 (pp)/..... (oa) × 24 × 14d/.... feet: one SE cylindrical

Left: The boom defence vessel *Barlow* was armed with a 12pdr AA gun aft. (IWM)

boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23¾in:37in × 26in stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): one 12pdr AA gun: complement ...

Trawler conversions: PUNNET, QUANNET, RENNET.

321/350 tons gross respectively: 140¼ (pp)/..... (oa) × 24 × 14d/.... feet: one SE cylindrical boiler (200lb/in²), one shaft, reciprocating (VTE cyl 13in:23in:37in × 26in stroke) IHP 600 = 11 knots, coal tons (.....nm @ ...k): one 12pdr AA gun: complement ...

“Com-” class: COMPACT, COMPANION, COMPATRIOT, COMPEER, COMPETENT, COMPETITOR, COMPLETE, COMPLEX, COMPLIMENT, COMPOSURE.

“Pre-” class: PRECEPT, PRECISE, PREFECT, PRETEXT, PREVENTER.

Originally 20 of these units were to be transferred to the Royal Navy, but the remaining 15 were retained by the United States Navy. Like many of the smaller auxiliary vessels they had wood hulls in order to conserve steel, and diesel-electric propulsion to eliminate reduction gearing.

Displacement: 1,058 tons.
Dimensions: 172 (pp)/194½ (oa) × 34½ × 20d/.... (11 full load) feet.
Machinery: One shaft, Sulzer 12cyl (bore 12½in × 13in stroke) diesel engine/generator/electric motor BHP/kW/SHP 1,320/900/1,200 = 14 knots.
Bunkers & radius: O.F. tons,nm @ ...k.
Armament: One 3in AA, two 20mm AA (2×1) guns.
Complement: 44.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Purchased ../6/33							
Z.30	CORONET ex-Robert Cloughton	Bow MacLachlan (Paisley)	.....	.....17	18.12.17	18	Sold Pollock Brown .././53. arrived Northam .././53 for scrapping.
Purchased ../3/34							
Z.100	BARNET ex-Earl Haig, ex-John Mann	Cochrane (Selby)	.....	.....	19. 3.19	6. 9.19	Mercantile <i>Kilyas</i> (46); scrapped .././48.
Z.101	FASTNET ex-Frobisher, ex-Benjamin Hawkins	Goole Shipbuilding	Goole Shipbuilding	18	19	7. 2.20	RNethN (name unchanged = 1942); scuttled Batavia ../4/42.
Requisitioned ../8/39							
Z.226	LADY ELEANOR ex-Clee Ness, ex-St Valery, ex-Thomas Jago	Cochrane (Selby)	C D Holmes (Hull)	18	29. 5.18	31. 7.18	Sold ../1/47, mercantile conversion abandoned & scrapped.
Requisitioned ../9/39							
Z.178	GEORGE BLIGH	Cochrane (Selby)	Campbell Gas Engine (Halifax)	16	24. 3.17	7. 7.17	BDV, returned ../12/45, mercantile <i>Inchkeith</i> (1947); scrapped Rosyth ../11/54.
Requisitioned 7/10/39							
Z.103	NORTHLYN ex-Robert Murray	Cochrane (Selby)	C D Holmes (Hull)	18	30. 6.19	26. 2.20	Returned 7/3/47; sold Belgian shipbreaker .././55, arrived Bruges 21/4/55 for scrapping.
Requisitioned 9/12/39							
Z.111	LORD GAIN-FORD ex-Christopher Dixon	Cochrane (Selby)	Crossley (Manchester)	17	4. 9.17	26. 3.18	French Navy (1942/45); sold Freetown 8/8/46.
Requisitioned ../1/40							
Z.117	FLORENCE BRIERLEY ex-John Dunn	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	17	27. 3.18	25. 5.18	Returned ../8/46; scuttled off Cape Town 20/1/58.
Purchased 17/2/40							
Z.105	STAR OF THE REALM ex-Nordstjornan, ex-Star of the Realm, ex-Lord Talbot, ex-William Westenburgh	Cochrane (Selby)	Richardson Westgarth (Middlesbrough)	16	25. 1.17	 5.17	Mercantile (name unchanged – 1946); scrapped Italy .././52.
Requisitioned ../6/40							
Z.186	GIRARD ex-Edward Druce	Goole Shipbuilding	Campbell Gas Engine (Halifax)	17	18	30. 7.18	Sold ../1/47 & scrapped.
Requisitioned 29/11/41							
Z.134	GLADYS ex-John Arthur, ex-Sannyrion	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	17	10. 2.17	14. 6.17	Mercantile <i>The Bruce</i> (1946); sold G W Brunton .././60, arrived Grangemouth ../6/60 for scrapping.
Ordered 17/7/35							
Z.14	DUNNET	Lytham Shipbuilding	Lytham Shipbuilding	36	5. 8.36	27. 4.37	Mercantile <i>Kingsmoor</i> (1946); scrapped Preston .././51.
Ordered 26/2/37							
Z.18	BARBARIAN	Blyth Dry Dock Engineering (Wallsend)	North-Eastern Marine	37	21.10.37	38	Turkish Navy unnamed (AG.1 – 1946); sold

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Z.29	BARBETTE (i)	-do-	-do-	6. 7.37	15.12.37	14. 5.38	Turkish Navy unnamed (AG.2 – 1941); sold
Z.43	BARBICAN	-do-	-do-	37	14. 3.38	38	Sold T W Ward 9/7/68, arrived Inverkeithing 9/8/68 for scrapping.
Z.54	BARRAGE	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	37	2.12.37	38	Sold T W Ward 25/3/70, arrived Briton Ferry 13/6/70 for scrapping.
Z.65	BARRANCA	-do-	-do-	37	18. 1.38	38	Sold Smith & Houston .././64, arrived Port Glasgow 5/8/64 for scrapping.
Z.83	BARRICADE ex-Ebgate	C Hill (Bristol)	G Plenty (Newbury)	10. 6.37	7. 2.38	24. 6.38	Sold P & W MacLellan .././52, arrived Bo'ness 30/5/52 for scrapping.
Z.98	BARRIER ex-Bargate	-do-	-do-	19. 6.37	17. 5.38	27.10.38	Scrapped Netherlands .././63.
Ordered 13/8/37							
Z.03	BARBROOK	Blyth Dry Dock	Whites Marine Engineering (Hebburn)	20.12.37	28. 5.38	15. 9.38	Sold H G Pounds 14/5/58, arrived Portsmouth .././58 for scrapping.
Z.09	BARCASTLE	-do-	-do-	16. 3.38	23. 7.38	10.11.38	Sold H G Pounds 24/10/62, arrived Portsmouth .././58 for scrapping.
Z.16	BARCOMBE	Goole Shipbuilding	Amos & Smith (Hull)	29.10.37	28. 7.38	8. 2.39	Wrecked Lochbuie 13/1/58 & written-off as constructive total loss.
Z.22	BARCROFT	-do-	-do-	29.10.37	24. 9.38	19. 4.39	Mercantile (name unchanged – 1965).
Z.31	BARFAIR	J Lewis (Aberdeen)	J Lewis (Aberdeen)	38	31. 5.38	38	Turkish Navy unnamed (AG.3 – 1946); sold
Z.42	BARFIELD	-do-	-do-	38	28. 7.38	39	Sold Godemar 28/4/70, arrived Antwerp 4/6/70 for scrapping.
Z.48	BARLANE	Lobnitz (Renfrew)	Lobnitz (Renfrew)	16.11.37	27. 6.38	12.10.38	Scrapped Antwerp .././58.
Z.57	BARLIGHT	-do-	-do-	38	10. 9.38	12.12.38	Scuttled Hong Kong 19/12/41, salvaged ..../9/42 & IJN netlayer 101; bombed Allied aircraft off Saipan 15/6/44, salvaged & Chinese Navy.
Z.60	BARLOW	W Simons (Renfrew)	W Simons (Renfrew)	18.11.37	26. 8.38	19.10.38	Sold Belgian shipbreaker 14/5/58, arrived Antwerp .././58 for scrapping.
Z.77	BARMOUTH	-do-	-do-	38	11.10.38	39	Mercantile <i>Topmast 19</i> (1964); scrapped Belgium .././66.
Ordered 19/4/39							
Z.92	BARNDALE	Lobnitz (Renfrew)	Lobnitz (Renfrew)	10. 7.39	30.11.39	23. 3.40	Sold Godemar 28/4/70, arrived Antwerp .././70 for scrapping.
Z.84	BARNEHURST	Blyth Dry Dock	North-Eastern Marine Engineering (Walls-end)	7. 6.39	21.10.39	21. 2.40	Sold Smith & Houston .././64, arrived Port Glasgow 12/10/64 for scrapping.
Z.37	BARNSTONE	-do-	-do-	3. 7.39	25.11.39	9. 4.40	Sold Scrappingco 13/6/69, arrived Boom 9/8/69 for scrapping.
Ordered 31/5/39							
Z.01	BARBAIN	Blyth Dry Dock	North-Eastern Marine Engineering (Walls-end)	8. 8.39	8. 1.40	31. 5.40	Sold Singapore 16/12/71 for scrapping.
Z.52	BARCOTE	-do-	-do-	28. 9.39	8. 2.40	27. 6.40	Sold Dutch shipbreaker 26/3/63, arrived Netherlands .././63 for scrapping.
Z.70	BARWICK	Lobnitz (Renfrew)	Lobnitz (Renfrew)	5.12.39	10. 5.40	5. 7.40	BARCLIFF (1940); sold Belgian shipbreaker .././67, arrived Antwerp 13/10/67 for scrapping.
Z.46	BARNWELL	-do-	-do-	6. 9.39	13. 2.40	26. 4.40	Sold Singapore .././57.
Z.95	BARTHORPE	-do-	-do-	9.10.39	22. 3.40	5. 6.40	Scrapped Netherlands ../4/63.
Ordered 9/9/39							
Z.39	BARLAKE	Blyth Dry Dock	North-Eastern Marine Engineering (Walls-end)	26. 3.40	16. 9.40	20.12.40	Sold Belgian shipbreaker 13/10/64, arrived Antwerp .././64 for scrapping.
Z.67	BARMILL	-do-	-do-	26. 4.40	16.10.40	15. 3.41	Sold Belgian shipbreaker 14/5/58, arrived Antwerp .././58 for scrapping.
Z.87	BARONIA	C Hill (Bristol)	G Plenty (Newbury)	3. 6.40	23. 4.41	2. 7.41	Sold Singapore 11/2/59.
Z.94	BAROVA	-do-	-do-	3. 9.40	5. 7.41	29. 9.41	Sold Dutch shipbreaker .././64, arrived Nieuw Waterweg 19/8/64 for scrapping.
Z.40	BARRHEAD	W Simons (Renfrew)	W Simons (Renfrew)	28.12.39	17.10.40	28.11.40	Sold Shipbreaking Industries .././64, arrived Faslane 20/2/64 for scrapping.
Z.59	BARRINGTON	-do-	-do-	28.12.39	15.11.40	24.12.40	Sold Belgian shipbreaker 12/6/69, arrived Boom .././69 for scrapping.
Z.73	BARRYMORE	-do-	-do-	1. 3.40	13. 2.41	15. 3.41	Burmese Navy (1946); wrecked Minicoi Island 23/10/49 & abandoned as constructive total loss 5/11/59.
Z.75	BARSING	-do-	-do-	1. 5.40	31. 3.41	5. 5.41	Mercantile <i>L M Sea Piper</i> (1962), <i>Salvager</i> (1970); wrecked west coast of Africa 18/7/71.
Z.89	BAROUND	-do-	-do-	16. 8.40	25. 5.41	2. 7.41	Sold Dutch shipbreaker .././63, arrived Nieuw Waterweg 5/1/64 for scrapping.
Z.32	BARSTOKE	-do-	-do-	28.10.40	9. 7.41	28. 8.41	Burmese Government (1946/59); sold Singapore 15/8/60.
Ordered 12/12/39							
Z.169	BARBOUR	Blyth Dry Dock	Wallsend Slipway	19. 9.40	9. 4.41	9. 8.41	Sold P & W MacLellan 25/1/52, arrived Bo'ness 30/4/52 for scrapping.

Z.174	BARCLOSE	-do-	-do-	24.10.40	9. 7.41	13.10.41	Burmese Government (1946/60); sold Arnott Young ..../62, arrived Dalmuir 8/8/62 for scrapping.
Z.177	BARCOCK	-do-	-do-	3. 3.41	3. 9.41	20.12.41	RBN (1946/49), mercantile <i>Denak 1</i> (1963), <i>Talas</i> (1968).
Z.185	BARCROSS	-do-	-do-	15. 4.41	12.10.41	14. 4.42	SAN SOMERSET (1961).
Z.195	BARDELL	-do-	-do-	10. 6.41	12. 1.42	12. 6.42	Sold Freetown 17/3/50.
Z.171	BARDOLF	-do-	-do-	16. 7.41	14. 4.42	24. 7.42	Sold Dutch shipbreaker ..../63, arrived Hendrik-Ido-Ambacht 10/1/64 for scrapping.
Z.182	BARFOAM	W Simons (Renfrew)	W Simons (Renfrew)	10. 1.41	8. 9.41	24. 9.41	Sold Singapore 24/11/67 for scrapping.
Z.209	BARFORD	-do-	-do-	15. 2.41	21.10.41	12.11.41	Sold Singapore ..../58.
Z.200	BARFOSS	-do-	-do-	16. 7.41	17. 2.42	11. 3.42	Sold Belgian shipbreaker 19/7/68, arrived ..... ..../68 for scrapping.
Z.190	BARFOUNT	-do-	-do-	6. 6.41	5. 1.42	11. 2.42	Sold Dutch shipbreaker ..../64, arrived Hendrik-Ido-Ambacht 19/8/64 for scrapping.
Ordered 22/5/40							
Z.170	BARBOURNE	W Simons (Renfrew)	W Simons (Renfrew)	12. 7.41	4. 5.42	20. 5.42	Sold T W Ward ..../64, arrived Briton Ferry 1/4/64 for scrapping.
Z.173	BARBRAKE	-do-	-do-	18. 7.41	29. 6.42	15. 7.42	SAN FLEUR (1951); expended as target location unknown 5/10/65.
Z.222	BARBRIDGE	Lobnitz (Renfrew)	Lobnitz (Renfrew)	10.12.40	8. 8.41	21.10.41	Sold T W Ward ..../64, arrived Inverkeithing 6/11/64 for scrapping.
Z.181	BARKING	-do-	-do-	3. 5.41	25. 9.41	17.12.41	Sold T W Ward ..../64, broke tow & wrecked Mill Bay en route Briton Ferry for scrapping 20/3/64; wreck scrapped ..../74.
Ordered 30/12/44							
Z.184	BARFLAKE	Philip (Dartmouth)	G Plenty (Newbury)	 6.41	18. 4.42	23. 9.42	Mined off Naples 22/11/43.
Z.194	BARFOIL	-do-	-do-	9. 9.41	18. 7.42	23.12.42	Mercantile <i>Salvanguard</i> (1971).
Ordered 25/6/41							
Z.225	BARHILL	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	23. 4.42	26.11.42	16. 2.43	Sold Godemar 28/7/70, arrived Antwerp ..../70 for scrapping.
Z.232	BARMOND	W Simons (Renfrew)	W Simons (Renfrew)	25. 6.42	24.12.42	2. 3.43	Sold Spanish shipbreaker ..../74, arrived Bilbao 13/3/74 for scrapping.
Z.237	BARNABY	-do-	-do-	2. 7.42	8. 3.43	7. 5.43	Sold J A White ..../64, arrived St Davids-on-Forth 12/8/64 for scrapping.
Z.58	BARWIND	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	17. 1.42	22. 9.42	17.12.42	Sold T W Ward ..../64, arrived Briton Ferry 26/3/64 for scrapping.
Ordered 25/7/41							
Z.202	BARFOOT	J Lewis (Aberdeen)	J Lewis (Aberdeen)	31. 3.42	25. 9.42	4. 3.43	Floating laboratory (1949); sold T W Ward ..../77, arrived Inverkeithing 23/8/77 for scrapping.
Z.205	BARGLOW	-do-	-do-	28. 4.42	10.11.42	8. 4.43	Sold Godemar 28/4/70, arrived Antwerp ..../70 for scrapping.
Z.245	BARNEATH	-do-	-do-	1. 3.42	27. 8.42	4. 1.43	Mercantile (name unchanged – 1958).
Ordered 31/10/41							
Z.211	BARHOLM	Ardrossan Dockyard	Whites Marine Engineering (Hebburn)	8. 6.42	31.12.42	10. 8.43	Sold Loti ..../9/62, arrived La Spezia ..../62 for scrapping.
Z.241	BARNARD	J Lewis (Aberdeen)	J Lewis (Aberdeen)	30.12.41	1. 7.42	18.12.42	Sold T W Ward 23/3/70, arrived Briton Ferry 13/6/70 for scrapping.
Ordered 6/12/41							
Z.257	BARBERRY	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	2. 6.42	11. 2.43	9. 4.43	Sold H G Pounds 14/5/58, arrived Portsmouth ..../58 for scrapping.
Z.224	BARSPPEAR	-do-	-do-	27. 8.42	25. 3.43	8. 6.43	Sold Loti ..../9/62, arrived La Spezia ..../62 for scrapping.
Ordered 23/1/42							
Z.17	BARILLA	J Lewis (Aberdeen)	J Lewis (Aberdeen)	27. 7.42	7. 1.43	20. 5.43	Sold H G Pounds 23/7/58, arrived Portsmouth ..../58 for scrapping.
Z.256	BARLEYCORN	-do-	-do-	7. 9.42	6. 3.43	13. 8.43	Sold T W Ward ..../64, arrived Inverkeithing 18/12/64 for scrapping.
Ordered 2/2/42							
Z.262	BARON	Philip (Dartmouth)	Philip (Dartmouth)	20. 4.43	11. 4.44	29. 6.44	Sri Lankan Government (1957).
Ordered 24/2/42							
Z.261	BARTIZAN	Ardrossan Dockyard	Lobnitz (Renfrew)	11.10.42	20. 5.43	29.10.43	Sold British shipbreaker 28/3/67, arrived Hong Kong ..../67 for scrapping.
Z.242	BARBETTE (ii)	W Simons (Renfrew)	W Simons (Renfrew)	43	18. 6.43	 9.43	Mercantile <i>Fair Barbette</i> (1964); scrapped Belgium ..../10/65.
Ordered 18/5/43							
Z.276	BARBASTEL	Philip (Dartmouth)	C D Holmes (Hull)	10. 5.44	26. 7.45	2.11.45	Sold Irish shipbreaker, arrived Haulbowline ..../2/65 for scrapping.
Z.271	BARITONE	-do-	-do-	24. 2.44	3. 3.45	2. 7.45	Sold H G Pounds 14/5/58, arrived Portsmouth ..../58 for scrapping.
Ordered 11/6/43							
Z.286	BARBECUE	Ardrossan Dockyard	Lobnitz (Renfrew)	2. 3.44	19.12.44	10. 5.45	Sold Godemar 28/4/70, arrived Antwerp ..../70 for scrapping.

Z.287	BARCAROLE	-do-	-do-	5. 4.44	14. 3.45	18.10.45	Sold British shipbreaker 13/3/67, arrived North Queensferry .././67 for scrapping.
Ordered 16/11/43							
Z.277	BARKIS	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	12. 7.44	29. 3.45	21. 6.45	Sold T W Ward .././64, arrived Inverkeithing 28/2/64 for scrapping.
Ordered .././38							
Z.69	KOALA	Cockatoo Dockyard	Cockatoo Dockyard	21. 6.39	4.11.39	27. 3.40	RAN, mercantile (name unchanged – 1969).
Ordered 11/7/39							
Z.80	KANGAROO	Cockatoo Dockyard	Cockatoo Dockyard	15.11.39	4. 5.40	26. 9.40	RAN; sold Hurley & Dewhurst 28/8/67, arrived Sydney .././67 for scrapping.
Ordered 6/6/40							
Z.216	KARANGI	Cockatoo Dockyard	Cockatoo Dockyard	5. 2.41	16. 8.41	10.12.41	RAN; sold ../8/65 for scrapping.
Ordered 2/2/38							
Z.05	BAYONET ex-Barnehurst	Blyth Dry Dock	North-Eastern Marine Engineering (Walls-end)	38	8.1138	16. 3.39	Mined Firth of Forth 21/12/39.
Z.19	FALCONET ex-Barnham	-do-	-do-	28. 7.38	5.12.38	3. 5.39	Sold H G Pounds .././58, arrived Portsmouth .././58 for scrapping.
Z.27	MAGNET ex-Barnsley	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	9. 6.38	22.11.38	4. 4.39	Sold .././59.
Z.41	MARTINET ex-Barnstone	-do-	-do-	9. 6.38	8.12.38	4. 5.39	Sold H G Pounds .././58, arrived Portsmouth .././58 for scrapping.
Ordered 14/2/38							
Z.50	PLANET ex-Barnwell	Lobnitz (Renfrew)	Lobnitz (Renfrew)	38	26.12.38	9. 3.39	Sold H G Pounds .././58, arrived Portsmouth .././58 for scrapping.
Z.63	PLANTAGENET ex-Barnwood	-do-	-do-	38	23. 2.39	39	Mercantile (name unchanged – 1959), <i>Amalthee</i> (1962), French Navy LA DECOUVERTE (1969).
Ordered 15/6/38							
Z.90	BOWNET	Blyth Dry Dock	North-Eastern Marine Engineering (Walls-end)	29. 8.38	19. 1.39	7. 6.39	Sold H G Pounds .././58, arrived Portsmouth .././58 for scrapping.
Z.33	BURGONET	-do-	-do-	9.11.38	14. 3.39	5. 7.39	Sold .././59.
Z.82	DRAGONET	-do-	-do-	20. 1.39	2. 6.39	13. 9.39	Mercantile <i>Foundation Venture</i> (1961), <i>MIL Venture</i> (1973).
Ordered 28/7/38							
Z.10	SIGNET	Blyth Dry Dock	Whites Marine Engineering (Hebburn)	8.12.38	3. 5.39	11. 8.39	Sold H G Pounds .././58, arrived Portsmouth .././58 for scrapping.
Z.47	SONNET	-do-	-do-	10. 3.39	12. 7.39	15.10.39	Scrapped Netherlands .././59.
Ordered .././38							
Z.15	KOOKABURRA	Cockatoo Dockyard	Cockatoo Dockyard	4. 7.38	29.10.38	28. 2.39	RAN; sold .././67 for scrapping, hull scuttled .././70.
Purchased ../3–4/39							
Z.21	JENNET ex-Bunsen	Cook, Welton & Gemmell (Beverley)	C D Holmes (Hull)	.....	.....25	 1.26	Mercantile <i>West Heron</i> (1946), <i>Lord Bann</i> (1949); scrapped .././51.
Z.04	PUNNET ex-Cape Matapan	Cochrane (Selby)	-do-	.....	.....25	10.25	Turkish Navy ERDEK (1941/46), mercantile <i>Cape Matapan</i> (1946); lost collision off Cape Town 20/4/60.
Z.44	QUANNET ex-Dairycoates	-do-	-do-	.....	.....25	 1.26	Mercantile <i>Dairycoates</i> (1946), <i>Klaas Wyker</i> (1948); scrapped .././58.
Z.99	RENNET ex-Deepdale Wyke	-do-	-do-	.....	.....	.....28	Mercantile <i>Red Archer</i> (1946); scrapped Barrow ../7/58.
Ordered .././43							
Z.266	PRECEPT ex-AN.73, ex-YN.79	Barbour Boat Works	Busch-Sulzer (St Louis)	.....	11. 4.44	.....	Returned USN 4/1/46.
Z.285	PRECISE ex-AN.74, ex-YN.80	-do-	-do-	.....	20. 7.44	44	Returned USN 14/12/45, mercantile (name unchanged – 19..).
Z.263	PREFECT ex-AN.75, ex-YN.81	American Car & Foundry (Wilmington)	-do-	.....	8. 3.44	.....	Returned USN 28/12/45.
Z.284	PRETEXT ex-Protect, ex-Satinwood, ex-AN.76, ex-YN.89	-do-	-do-	.....	23. 5.44	.....	Returned USN ../11/45, mercantile <i>John Biscoe</i> (1947), <i>Endeavour</i> (1956).
Z.265	PREVENTER ex-Seagrape, ex-AN.77, ex-YN.90	-do-	-do-	.....	9. 8.44	44	Returned USN 10/1/46, mercantile (name unchanged – 19..).
Ordered .././43							
Z.273	COMPACT	F Curtis (Looe)	.....	.....	.....	.....	Cancelled ../4/45.
Z.272	COMPANION	J S Doig (Grimsby)	.....	.....	.....	.....	Cancelled ../2/45.
Z.274	COMPATRIOT	-do-	.....	.....	.....	.....	Cancelled ../2/45.

Z.275	COMPETITOR	F Curtis (Looe)	.....	.....	.....	.....	Cancelled ../4/45.
Z.278	COMPLETE	Wivenhoe Shipyard	.....	.....	.....	.....	Cancelled ../4/45.
Ordered .././43							
Z.280	COMPEER	J S Doig (Grimsby)	.....	.....	.....	.....	Cancelled ../10/44.
Z.281	COMPETENT	-do-	.....	.....	.....	.....	Cancelled ../10/44.
Z.279	COMPLEX	Wivenhoe Shipyard	.....	.....	.....	.....	Cancelled ../10/44.
Z.282	COMPLIMENT	F Curtis (Looe)	.....	.....	.....	.....	Cancelled ../10/44.
Z.283	COMPOSURE	-do-	.....	.....	.....	.....	Cancelled ../10/44.

Auxiliary Boom Defence Vessels

Trawler conversion: ALIDA.

270 tons gross:

Trawler conversion: ANDANES.

See under auxiliary A/S trawlers for details.

Trawler conversion: ARORA.

192 tons gross:

Trawler conversion: ASTROS.

275 tons gross:

Trawler conversion: ATLANTIC.

167 tons gross:

Trawler conversion: AVON WATER.

260 tons gross:

Trawler conversion: BARBARA ROBB.

263 tons gross:

Trawler conversion: BASUTO.

402 tons gross:

Trawler conversions: BEAULNE VERNEUIL, CALIBAN, DAVID HAIGH, E & F, GWMAHO, JAMES COSGROVE, MARIE LOUISE, MICHAEL GRIFFITH, MILFORD DUKE, NAMUR.

See under “Castle” class trawlers for details.

Trawler conversion: BEN ROSSAL.

260 tons:

Trawler conversion: BERNARDETTE.

Ex-French aux M/S trawler:

Drifter conversion: BERYL II.

See under XS drifters for details.

Trawler conversion: BUCKINGHAM.

See under auxiliary M/S trawlers for details.

Trawler conversion: BUZZARD.

181 tons gross:

Trawler conversion: CADELLA.

314 tons gross:

Trawler conversion: CAMBRIAN.

338 tons gross:

Trawler conversions: CAPE TRAFALGAR, GEORGE BLIGH, GIRARD, GLADYS, LORD GAINSFORD, NORTHLYN, PHYLLISIA, STAR OF THE REALM.

See under “Mersey” class trawlers for details.

Trawler conversion: CHORLEY.

284 tons gross:

Trawler conversion: CLARINET.

257 tons gross:

Trawler conversion: COLLENA.

293 tons gross:

Trawler conversion: COLLINGWOOD.

179 tons gross:

Trawler conversion: CONSBRO.

350 tons gross:

Drifter conversion: CONSTANT HOPE.

86 tons gross:

Trawler conversion: CORONATIA.

185 tons gross:

Trawler conversion: COUNT.

410 tons gross:

Tug conversion: CRABE.

Ex-French Navy DY tug:

Trawler conversion: CRAIG ISLAND.

243 tons gross:

Trawler conversion: CUIRASS.

321 tons gross:

Trawler conversion: DIGIT.

411 tons gross:

Trawler conversion: DOCTOR LEE.

307 tons gross:

Trawler conversions: DORILEEN, JOHN FITZGERALD, MARY CAM, RIVER ANNAN.

See under “Strath” class trawlers for details.

Trawler conversion: ELECTRA II.

See under A/P trawlers for details.

Trawler conversion: ERNA.

330 tons gross:

Trawler conversion: ETRURIA.

See under A/P trawlers for details.

Tug conversion: FAISAN.

Ex-French Navy tug; see under auxiliary DY tugs for details.

Trawler conversion: FORT RYAN.

255 tons gross:

Trawler conversion: FOSS.

275 tons gross:

Trawler conversion: FUTURIST.

See under auxiliary M/S trawlers for details.

Drifter conversion: GEORGE D IRVIN.

194 tons gross:

Drifter conversion: GIRL MARGARET.

See under auxiliary M/S drifters for details.

Trawler conversion: GRAAF VAN VLAANDEREN.

375 tons gross:

Mercantile conversion: HARTY.

No details available.

Trawler conversion: IMELDA.

251 tons gross:

Trawler conversion: IMPERIA.

See under A/P trawlers for details.

Trawler conversion: JAMES BARRIE.

338 tons gross:

Trawler conversion: JAN DE WAELE.

324 tons gross:

Mercantile conversion: KELPY.

No details available.

Tug conversion: KENNET.

42 tons gross:

Trawler conversion: KUROKI.

248 tons gross:

Ferry conversion: KARA KARA.

One 12pdr AA gun: complement ...

Ferry conversion: KOOMPARTOO.

Two 20mm AA (2×1) guns: complement ...

Mercantile conversion: KURAMIA.

No details available.

Mercantile conversion: LA FRENE.

No details available.

Trawler conversion: LILIAS.

239 tons gross:

Trawler conversions: LOCH LAGGAN, LOCH SHIN.

255/255 tons gross:

Trawler conversion: LOON.

191 tons gross:

Trawler conversion: LUMINARY.

433 tons gross:

Trawler conversion: MARGARET ROSE.

348 tons gross:

Trawler conversion: MARIGNAM.

408 tons gross:

Trawler conversion: MARIS STELLA.

285 tons gross:

Trawler conversion: MARY WHITE.

271 tons gross:

Trawler conversion: MASONA.

297 tons gross:

Tug conversion: MAUD.

See under A/P trawlers for details.

Trawler conversion: MOONRISE.

See under auxiliary M/S trawler *Mariout* for details.

Trawler conversion: MOUNT ARD.

255 tons gross:

Trawler conversion: NAMUR.

See under A/P trawlers for details.

Trawler conversion: NANCY HAGUE.

299 tons gross:

Trawler conversion: NATAL II.

208 tons gross:

Trawler conversion: NIGHT RIDER.

327 tons gross:

Drifter conversion: NIGHTFALL.

96 tons gross:

Trawler coversion: NORDLAND.

393 tons gross:

Trawler conversion: NORINA.

270 tons gross:

Trawler conversion: NOTRE DAME DE MONTLIGEON.

234 tons gross:

Yacht conversion: NOVICE.

Ex-French Navy: 34 tons gross:

Mercantile conversion: ROSEMARY.

No details available.

Tug conversion: ROULE.

Ex-French Navy DY tug:

Mercantile conversion: SEATON.

No details available.

Tug conversion: SIOUX.

Ex-French Navy auxiliary minelayer: 340 tons:

Mercantile conversion: TAMBAR.

456 tons gross:

Tug conversion: TAYRA.

105 tons gross:

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../../39					
Z.83	TAMBAR	.....	.....	.....12	RAN; returned ../../45.
Requisitioned 31/8/39					
Z.121	BUCKINGHAM	.....	.....	.....30	Returned 12/3/46.
Requisitioned ../9/39					
.....	ROSEMARY (ii)	.....	.....	.....	Returned unsuitable 11/10/39.
Requisitioned 5/9/39					
Z.102	CAMBRIAN (i)	.....	.....	.....24	Mined Spithead 30.5.40.
Requisitioned 7/9/39					
Z.101	BERYL II	.....	.....	.....13	RAN; returned 24/5/46.
Requisitioned 12/9/39					
.....	TAYRA	A Hall (Aberdeen)	A Hall (Aberdeen)	 8.26	Returned 25/9/44.
Requisitioned 16/9/39					
Z.156	FORTRYAN	.....	.....	.....32	Returned 7/12/44.
Requisitioned 17/9/39					
Z.155	BARBARA ROBB	.....	.....	.....30	Returned 5/12/44.

Requisitioned 24/9/39					
Z.119	AVON WATER	.....	.....	.....30	Returned 14/5/46.
Z.120	BEN ROSSAL	.....	.....	.....29	Returned ../3/46.
Requisitioned 27/9/39					
Z.126	MOUNT ARD	J Lewis (Aberdeen)	J Lewis (Aberdeen)	 5.31	Returned 28/6/46.
Requisitioned 28/9/39					
Z.123	LOCH LAGGAN	J Lewis (Aberdeen)	J Lewis (Aberdeen)	 1.30	Returned ../6/45.
Z.124	LOCH SHIN	-do-	-do-	 1.30	Bombed German aircraft Harstad 26/5/40.
Requisitioned ../10/39					
Z.121	CADELLA	.....	.....	.....13	Returned .././46.
Z....	TAMBAR	.....	.....	.....12	RAN; returned .././...
Requisitioned 14/11/39					
Z.304	GIRL MARGARET	.....	.....	.....14	Burnt-out & beached Kalkara Creek .././46; sold 4/9/47 & scrapped.
Requisitioned 25/11/39					
Z.204	CORONATIA	.....	.....	.....02	Returned 30/5/46.
Z....	IMPERIA	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	11.12	Returned 16/11/45.
.....	OBTAIN	Herd & McKenzie (Findochty)	Rose Street Foundry (Inverness)	17	Harbour service; returned 31/10/45.
Z.159	OCEAN BRINE ex-Linn o'Dee	Hawthorns (Leith)	Hawthorns (Leith)	11.15	Patrol (19..).
Requisitioned 27/11/39					
Z.157	CRAIG ISLAND	.....	.....	.....13	Returned 23/2/46.
Requisitioned 29/11/39					
Z.244	NATAL II ex-Natal	Cochrane (Selby)	C D Holmes (Hull)	 9.03	Returned 26/9/46.
Requisitioned ../12/39					
Z.132	CLARINET ex-Bardolf	.....	.....	.....11	Sold .././46.
Z.136	IMELDA	Dundee Shipbuilding	W V V Lidgerwood (Glasgow)	 7.14	Sold .././46.
Requisitioned 5/12/39					
Z.133	DOCTOR LEE	.....	.....	.....14	Sold .././46.
Requisitioned 8/12/39					
FY.1909	CONSTANT HOPE	.....	.....	.....13	Returned ../9/45.
Requisitioned 10/12/39					
Z.138	MASONA ex-Tanganyika, ex-Neptune, ex-Seginus, ex-St Denis	Cochrane (Selby)	C D Holmes (Hull)	 2.15	Scrapped .././47.
Requisitioned 13/12/39					
Z.137	KUROKI	Smiths Dock (North Shields)	Shields Engineering (North Shields)	12.09	Sold .././46.
Requisitioned 28/12/39					
Z.130	ASTROS	.....	.....	.....17	Sold .././46.
Captured .././40					
Z.180	NORDLAND	Reiherstieg (Hamburg)	Reiherstieg (Hamburg)	22	Sold ../2/46.
Requisitioned ../1/40					
Z.106	BASUTO	.....	.....	.....32	Sold ../10/45.
Z.145	NORINA ex-Pelican, ex-Kunishi	Cochrane (Selby)	C D Holmes (Hull)	 5.17	Sold ../5/47.
Requisitioned 3/1/40					
Z.144	FOSS	.....	.....	.....16	Returned ../7/46.
Requisitioned 4/1/40					
Z.107	CONSBRO	.....	.....	.....30	Returned 3/9/45.
Z.147	MARY WHITE ex-White Pioneer	J Lewis (Aberdeen)	Whites Marine Engineering (Hebburn)	 9.35	Sold .././46.
Requisitioned 6/1/40					
Z.143	OCEAN EDDY ex-Richard W Lewis	A Hall (Aberdeen)	R W Lewis (Aberdeen)	 9.29	Returned 25/2/46.
Requisitioned 11/1/40					
Z.150	CUIRASS	.....	.....	.....15	Sold .././46.
Requisitioned 22/1/40					
Z.152	ALIDA	.....	.....	.....15	Sold .././46.
Requisitioned 23/1/40					
Z.110	JAMES BARRIE	Cochrane (Selby)	C D Holmes (Hull)	 8.28	Returned 19/11/45.
Requisitioned 25/1/40					
Z.153	CHORLEY	.....	.....	.....14	Foundered off Start Point 25/4/42.

Requisitioned 27/1/40

Z.113	NIGHT RIDER	Cochrane (Selby)	C D Holmes (Hull)	10.15	Sold ../2/47.
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Requisitioned 31/1/40

Z.151	COLLENA			15	Sold .././46.
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Requisitioned 9/2/40

Z.109	COUNT			29	Returned 12/11/45.
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Purchased ../3/40

FY.802	MARGARET ROSE ex-Euthamia, ex-Pavlova	Cook, Welton & Gemmell (Beverley)	Amos & Smith (Hull)	 7.12	Sold 29/4/46.
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Z.51	MOONRISE ex-Mariout, ex-Katina K, ex-Inayet, ex-Nusret, ex-Cité de Djerba, ex-Egoulevant	Fgs & Ch de la Méditerranée (La Seyne)	Fgs & Ch de la Méditerranée (Marseilles)	18	Sold 6/5/46.
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Requisitioned 3/3/40

Z....	LOON	Goole Shipbuilding	Earle's (Hull)	 7.14	Water carrier (1943).
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Requisitioned 10/4/40

Z.166	NANCY HAGUE	Smiths Dock (Middlesbrough)	Shields Engineering (North Shields)	 6.11	Sold .././46.
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Requisitioned ../5/40

Z.112	ERNA			15	Returned ../10/45.
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Requisitioned 2/5/40

.....	KENNET (ii)			90	CREVICE (1940); returned 5/6/41.
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Requisitioned 4/5/40

.....	KELPY			34	Harbour service tug (194.).
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Requisitioned 21/5/40

Z.187	ETRURIA			30	Returned 16/2/46.
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Requisitioned 28/5/40

4.151	ANDANES			16	Sold .././46.
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Requisitioned 29/5/40

Z....	ELECTRA II			04	Returned ../2/46.
Z.249	GEORGE D IRVIN	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	 6.11	Minesweeper (1941).

Requisitioned 30/5/40

Z.207	COLLINGWOOD			02	FIELDGATE (1940); returned 14/4/45.
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Purchased ../6/40

Z.188	DIGIT ex-Heron			19	Sold .././46.
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Z.189	LUMINARY ex-Sambre-et-Meuse	Foundation (Savannah)	J Inglis (Toronto)	 9.19	Sold 2/12/46.
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Z.196	MARIGNAM	-do-	-do-	 9.18	TEAL (1940); sold 12/3/46.
Z.229	ex-Teal, ex-Marignam				

Requisitioned ../6/40

.....	ATLANTIC			98	Returned 3/10/40.
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Requisitioned 9/6/40

Z.210	BUZZARD			98	ARREST (1941); returned 9/6/45.
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Requisitioned 21/6/40

.....	ARORA			03	Returned 23/8/40.
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Requisitioned ../7/40

Z....	NIGHTFALL			18	Sold ../1/45.
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Seized 3/7/40

Z.175	BERNARDETTE			14	Returned 31/12/45.
Z....	CRABE				Returned 17/10/44.
Z....	FAISAN	.....	.....	.....	Returned 1/5/46.
.....	NOVICE	.....	.....	.....34	Returned 14/11/45.
.....	ROULE	.....	.....	.....33	Retroceded French Navy 6/10/45.
.....	SIOUX (i)	.....	.....	.....17	INDIAN (1944); retroceded French Navy 26/9/45.
Z.....	LA FRENE	.....	.....	.....17	Returned 2/7/45.
Z.233	MARIS STELLA	de la Brosse & Fouché (Nantes)	de la Brosse & Fouché (Nantes)	12	Returned 25/8/45.
Z.227	NOTRE DAME DE MONTLIGEON ex-Saturne, ex-The Sirdar	Mackie & Thomson (Glasgow)	J C Tecklenborg (Wesermünde)	 3.99	Returned 2/10/45.

Requisitioned ../8/40

T.09	FUTURIST			20	RNZN; returned 1945.
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Requisitioned ../9/40

Z.....	SEATON			07	Returned ../4/44.
Z.239	GRAAF VAN	Cochrane (Selby)	C D Holmes (Hull)	10.25	Returned 2/2/46.
	VLAANDEREN				
	ex-Lord Mount-				
	batten				

Requisitioned 19/9/40

Z.231	JAN DE WAELE	Cochrane (Selby)	C D Holmes (Hull)	 2.25	Returned ../12/45.
	ex-Lord Islington				

Requisitioned ../11/40

Z.....	MAUD			00	Returned 22/9/44.
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Requisitioned ../12/40

FY.98	GUNBAR	Ardrossan Shipbuilding	Dunsmuir & Jackson (Glasgow)	11	RAN; returned .././46.
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Requisitioned .././41

.....	KARA KARA				RAN; returned .././46.
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Requisitioned ../7/41

Z.....	HARTY			05	Returned 16/11/45.
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Requisitioned .././42

.....	KINCHELA			14	RAN; returned .././46.
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Requisitioned ../2/42

.....	KURAMIA				RAN; sold .././65.
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Purchased ../6/42

.....	KOOMPARTOO				RAN; sold 8/6/62.
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Requisitioned ../2/44

Z.....	LILIAS	Cochrane (Selby)	Bolinder (Stockholm)	 9.20	Returned .././45.
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Purchased 11/11/43

.....	OTTER	R Adams (Sydney)		42	RAN, diving tender (1945).
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Netlayers

The need rapidly to render safe an undefended harbour, or exposed anchorage, resulted in the construction of netlayers designed to carry, lay, and retrieve a net defence system. They proved most useful vessels, whose utility was further advanced by being fitted to work with the fleet target and photographic service.

War modifications included replacing the two single 4in AA guns in the *Guardian* with a single twin mounting, and the addition of four .5in AA (1×4) machine guns; and the *Protector* similarly had her single 4in AA gun replaced by a twin mounting. With the *Guardian* the multiple machine gun was later removed; and ten 20mm AA (4×2/2×1) guns and AW.286 RDF at the mastheads were added. Following heavy damage in 1941 the *Protector* spent the remainder of the war under repair in Bombay; and her delayed completion was attributed to replacement machinery being lost in sunken merchant ships on more than one occassion.

The outbreak of war resulted in six small merchant vessels being requisitioned as auxiliary netlayers, and eight larger ships as boom carriers. The latter carried a most complete outfit of booms, buoys, etc., which the smaller boom craft laid, operated, and maintained.

Netlayer: GUARDIAN

Displacement: 2,860 tons (3,620 tons full load).

Dimensions: 310 (pp)/338 (oa) × 53 × ...d/11¼ (14 full load) feet.

Machinery: Two Admiralty 3-drum boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 6,500 = 18 knots.

Bunkers & radius: O.F. 720 tons,nm @ ..k.

Armament: Two 4in AA (2×1), eight .303in machine (8×1) guns.

Complement: 181.

Right: The netlayers *Protector* (upper) and *Guardian* (lower). The former is a pre-war view showing the original armament of a multiple .5in AA machine gun (1×4) forward, and a 4in gun aft. The latter is an early war view showing an external de-gaussing coil, the forward 4in gun replaced by a multiple .5in AA machine gun (1×4), and the aft 4in by a twin 4in AA mounting. (?/IWM)

Netlayer: PROTECTOR.

Displacement: 2,900 tons (3,630 tons full load).

Dimensions: 310 (pp)/338 (oa) × 50 × ...d/11½ (14¼ full load) feet.

Machinery: Two Admiralty 3-drum boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP 9,000 = 20 knots.

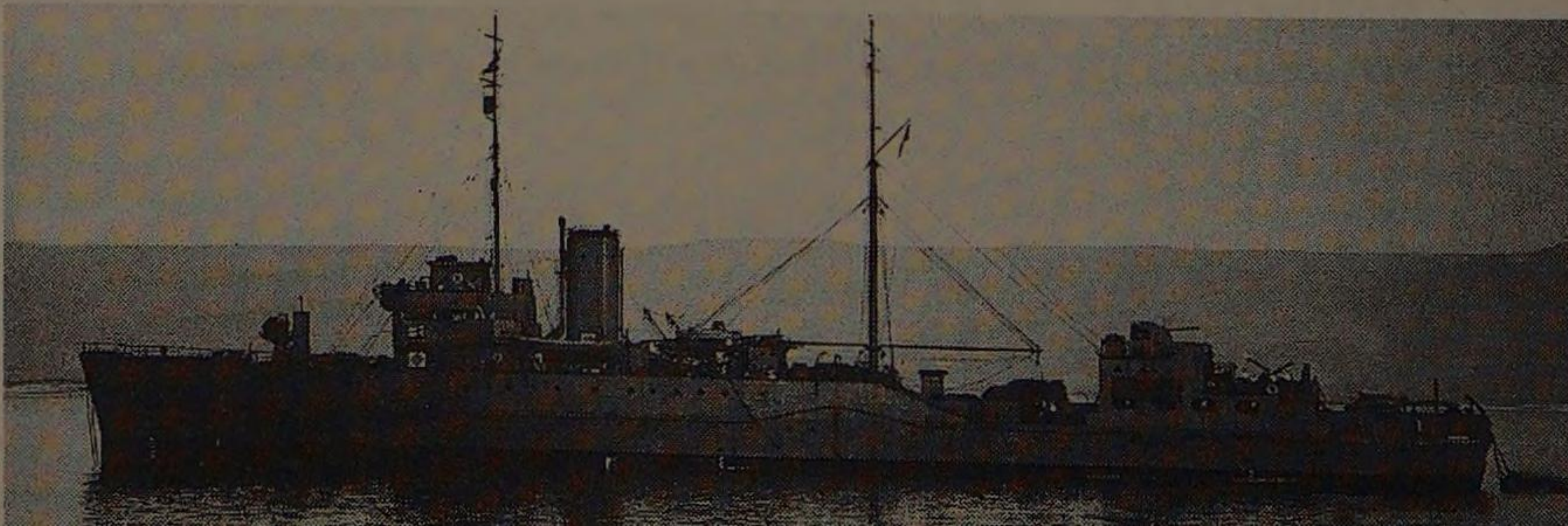
Bunkers & radius: O.F. 690 tons,nm @ ..k.

Armament: Two 4in AA (1×2), four .5in AA machine (1×4) guns.

Complement: 190.

Mercantile conversion: ATLANTA.

463 tons gross: 210½ (pp)/..... (oa) × 30 × 12¾d/.... feet: SE cylindrical boilers (...lb/in²), three shafts, Brown-Curtis SR geared turbines SHP 12,000 = 21 knots, coal tons (.....nm @ ...k): complement ...



Mercantile conversion: BRITTANY.

1,445 tons gross: 249¾ (pp)/..... (oa) × 39 × 16½d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, Parsons SR geared turbines SHP = ... knots, O.F. tons (.....nm @ ...k): complement ...

Mercantile conversion: KYLEMORE.

319 tons gross: 200½ (pp)/..... (oa) × 24 × 10¼d/.... feet: SE cylindrical boilers (...lb/in²), side paddles, reciprocating (DC cyl 23½in:47in × 51in stroke) IHP 650 = 10 knots, coal tons (.....nm @ ...k): complement ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered 16/3/31							
T.89	GUARDIAN	Chatham Dockyard	Wallsend Slipway	15.10.31	1. 9.32	13. 6.33	Sold West of Scotland Shipbuilding ../../62, arrived Troon ../12/62 for scrapping.
Ordered 21/3/35							
T.98	PROTECTOR	Yarrow (Scotstoun) (1)	Yarrow (Scotstoun)	15. 8.35	20. 8.36	31.12.36	Polar patrol vessel (1955); sold T W Ward 10/2/70, arrived Inverkeithing 16/3/70 for scrapping.

(1) Re-engined British Thomson-Houston (Rugby) 1945.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 28/10/39					
Z.162	NORBREEZE <i>ex-Outline</i>	J W Brooke (Lowestoft)	.....	.....20	Returned ../7/46.
Z.163	OCEAN SWELL	-do-	.....	.....20	Returned 27/8/45.

Boom Carriers

Mercantile conversion: ASTRONOMER.

8,401 tons gross: 482¾ (pp)/502¾ (oa) × 58¼ × 35¾d/28½ feet: two DE & two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VQE cyl 25½in:36½in:52½in:75in × 54in stroke) IHP 5,000 = 15 knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: DEVON CITY.

4,928 tons gross: 425½ (pp)/..... (oa) × 56¼ × 29d/.... feet: one shaft, Doxford 4cyl (bore 600mm × 2,320mm stroke) diesel engine BHP 2,400 = 11 knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversions: ETHIOPIAN, LEONIAN.

5,424 tons gross: 417½ (pp)/433 (oa) × 57¾ × 25¾d/24 feet: two SE cylindrical boilers (220lb/in²), one shaft, reciprocating (VTE cyl 550mm:900mm:

Mercantile conversions: MINSTER, †RINGWOOD, TONBRIDGE.

707/682/683 tons gross respectively: 220½ except † 220¾ (pp)/..... (oa) × 33½ × 16½ except † 16¾d/.... feet: SE cylindrical boilers (...lb/in²), two shafts, reciprocating (VTE cyl 15in:25in:41in × 24in stroke) IHP 1,150 = 10 knots, coal tons (.....nm @ ...k): complement ...

Drifter conversions: NORBREEZE, OCEAN SWELL.

See under Admiralty steel drifters for details.

1,450mm × 1,000mm stroke) IHP 2,400 + Bauer-Wach DR geared exhaust turbine SHP ... = 11 knots, coal tons (.....nm @ ...k): two 12pdr AA (2×1), six 20mm AA (6×1) guns: complement ...

Mercantile conversions: FERNMOOR, KIRRIEMOOR.

4,972/4,970 tons gross respectively: 412¼ (pp)/..... (oa) × 54¼ × 28¾d/25½ feet: one shaft, Doxford 3cyl (bore 520mm × 2,080mm stroke) diesel engine BHP 1,350 = 9½ knots, O.F. tons (.....nm @ ...k): guns: complement ...

Mercantile conversion: LAOMÉDON.

6,491 tons gross: 443 (pp)/..... (oa) × 52¾ × 35¾d/.... feet: SE cylindrical boilers (...lb/in²), one shaft, reciprocating (VTE cyl 30in:50in:83in × 60in stroke) IHP 3,600 = 13 knots, coal tons (.....nm @ ...k): guns: complement ...

Gate Vessels

Gate vessels: BV.1, BV.2, BV.10, BV.18, BV.41, BV.42, PARKGATE, POLEGATE, REIGATE, ROGATE, SANDGATE, SOUTHGATE, WESTGATE.

Displacement: 270 tons.
Dimensions: 96 (pp)/100 (oa) × 25 × ...d/8½ feet.
Machinery: Non-propelled.
Bunkers & radius: Not applicable.
Armament: One 12pdr AA, three 20mm AA (3×1) guns.
Complement: ...

Gate vessels: ALDGATE, BISHOPSGATE, DOWGATE, LUDGATE, *MOORGATE, WATERGATE.

Displacement: 290 tons (..... tons full load) except * 345 tons (..... tons full load).
Dimensions: ... (pp)/98½ (oa) × 26 × ...d/8 (.. full load) feet except * ... (pp)/98½ (oa) × 25 × ...d/9 (.. full load) feet.
Machinery: Non-propelled.
Bunkers & radius: Not applicable.
Armament: One 12pdr AA gun.
Complement: ...

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered ..6/17							
.....	BV.1	Workman Clark (Bel-fast)	.....	.....17	12.11.17	.....	Moored AA barge (1944); sold T W Ward .././47, arrived Grays .././47 for scrapping.
	BV.2	-do-	.....	.....17	12.11.17	.....	Moored AA barge (1944); scrapped .././...
Z.24	SANDGATE ex-BV.4	-do-	.....	.....17	28.11.17	.....	Scuttled off Singapore 13/2/47.
Z.06	PARKGATE	-do-	.....	.....17	12.11.17	.....	BV.5 (1940); scrapped .././45.
Z.07	POLEGATE ex-BV.7	-do-	.....	.....17	12.11.17	.....	BV.7 (1940), moored AA barge (19..); scrapped .././45.
Z.25	SOUTHGATE ex-BV.8	-do-	.....	.....17	12.11.17	.....	Sold Singapore .././46.
.....	BV.9	-do-	.....	.....17	17	.....	Sold T W Ward 8/4/42, arrived Grays .././42 for scrapping.
	BV.10	-do-	.....	.....17	28.11.17	.....	Moored AA barge (1944); sold .././45.
Z.88	WESTGATE ex-BV.17	A W Robertson (Mill-wall)	.....	.....18	14. 3.18	.....	Sold Malta 6/8/46.
	BV.18	-do-	.....	.....18	12. 4.18	.....	Sold 28/4/47.
Z.11	REIGATE ex-BD.30	W H Warren (New Holland)	.....	.....18	21. 9.18	.....	Sold .././58.
	BV.41	A W Robertson (Mill-wall)	.....	.....18	6. 9.18	.....	Sold 10/10/47.
	BV.42	-do-	.....	.....18	22.10.18	.....	Internal explosion Leith 22/12/43.
Z.12	ROGATE ex-BD.46	Camper & Nicholson (Gosport)	.....	.....18	1.10.18	.....	Scrapped ../7/47.
Ordered 10/3/31							
Z.71	MOORGATE	Bow McLachlan (Paisley)	.....	.....31	28. 7.31	32	Sold .././58.
Ordered 26/2/32							
Z.66	BISHOPSGATE	H Robb (Leith)	.....	28. 4.32	15.11.32	6.12.42	Scrapped Charlestown .././58.
Ordered 24/5/33							
Z.68	ALDGATE	Hong Kong & Whampoa	.....	.....33	5. 4.34	34	Scuttled Hong Kong 19/12/41.
Z.56	WATERGATE	-do-	.....	.....33	5. 4.34	34	Scuttled Hong Kong 19/12/41.
Ordered 1/2/35							
Z.17	DOWGATE	Hong Kong & Whampoa	.....	.....35	24. 9.35	35	Scuttled Singapore ../2/42, salvaged & IJN (19..)
Z.45	LUDGATE	-do-	.....	.....35	30. 9.45	35	Scuttled Singapore ../2/42, salvaged & IJN (19..).

Mooring Vessels

“Trinculo” class: ANCHORITE (i), BUFFALO, MESSENGER, STEADY, VOLENS.

Displacement: 750 tons (..... tons full load).
Dimensions: 135 (pp)/152 (oa) × 27 × ...d/10½ (... full load) feet.
Machinery: One SE cylindrical boiler (...lb/in²), one shaft, reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 500 = 9½ knots.
Bunkers & radius: Coal ... tons,nm @ ..k.
Armament: One 12pdr AA gun.
Complement: ...

“Moor-” class: (first series) MOOR, MOORDALE, MOORFOWL, MOORHILL, MOORLAKE, MOORSTONE.

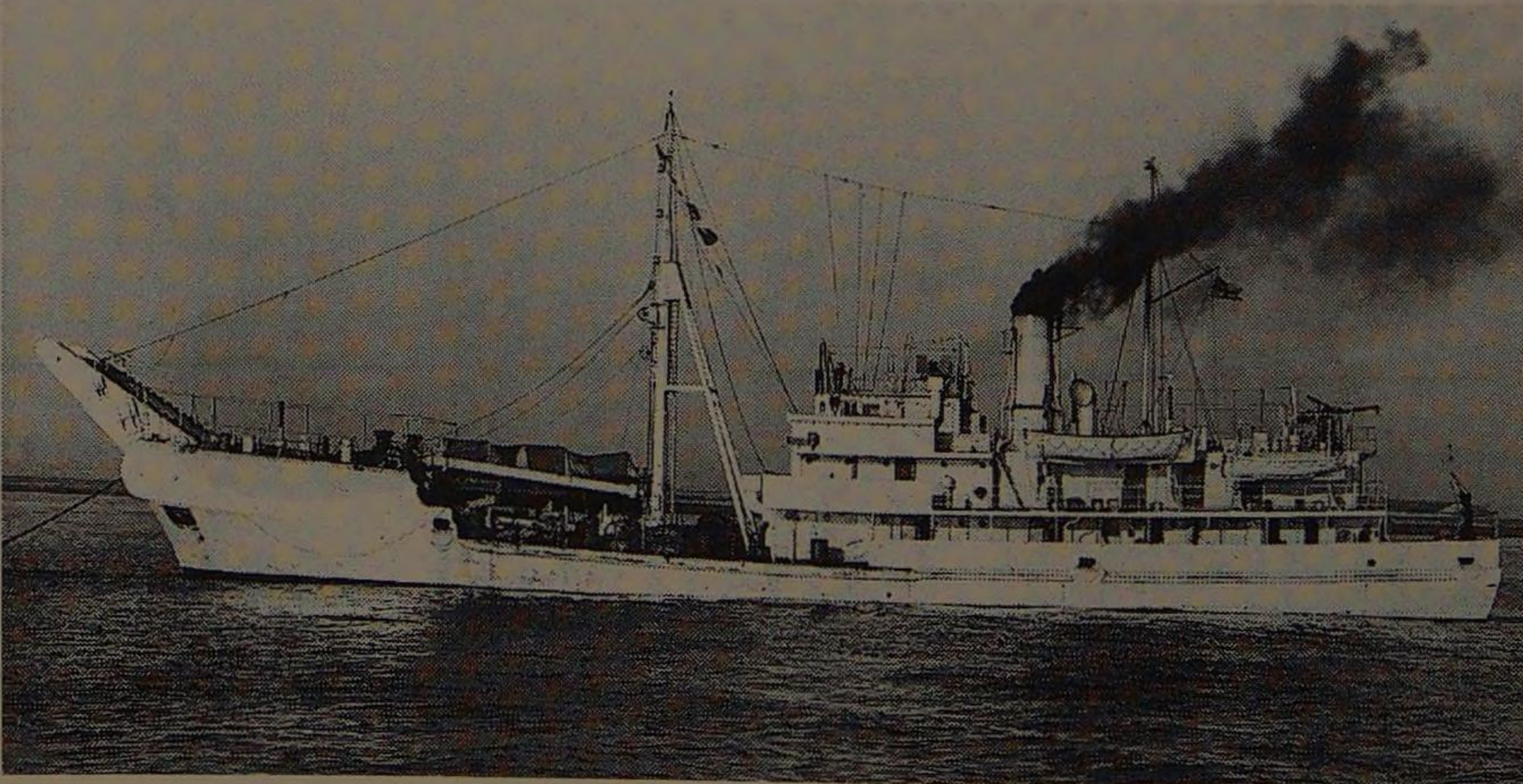
Displacement: 767 tons (... tons full load).
Dimensions: 137½ (pp)/148 (oa) × 29 × ...d/10½ (... full load) feet.
Machinery: One SE cylindrical boiler (...lb/in²), reciprocating (VTE cyl ...in:...in:...in × ...in stroke) IHP 600 = 9 knots.
Bunkers & radius: Coal ... tons,nm @ ..k

Right: The mooring vessel *Moorsman* was armed with a 12pdr AA aft, and two 20mm AA (2×1) guns on the lower bridge wings. (IWM)

Armament: One 12pdr AA gun.
Complement: ...

Prototype mooring vessel: MOORLAND.

Displacement: 720 tons (..... tons full load).
Dimensions: 135 (pp)/145 (oa) × 31 × ...d/10 (... full load) feet.
Machinery: Two SE boilers (200lb/in²), one shaft, reciprocating (VTE cyl 12in:20in:30in × 24in stroke) IHP 500 = 10 knots.
Bunkers & radius: Coal ... tons,nm @ ..k



Armament: Two 20mm AA (2×1) guns.
Complement: ...

“**Moor-” class:** (second series) MOORBURN, MOORESS, MOORFIELD, MOORFLY, MOORGRIEVE, MOORHEN, MOORSMAN, MOORMYRTLE, MOORPOUT, MOORSIDE.

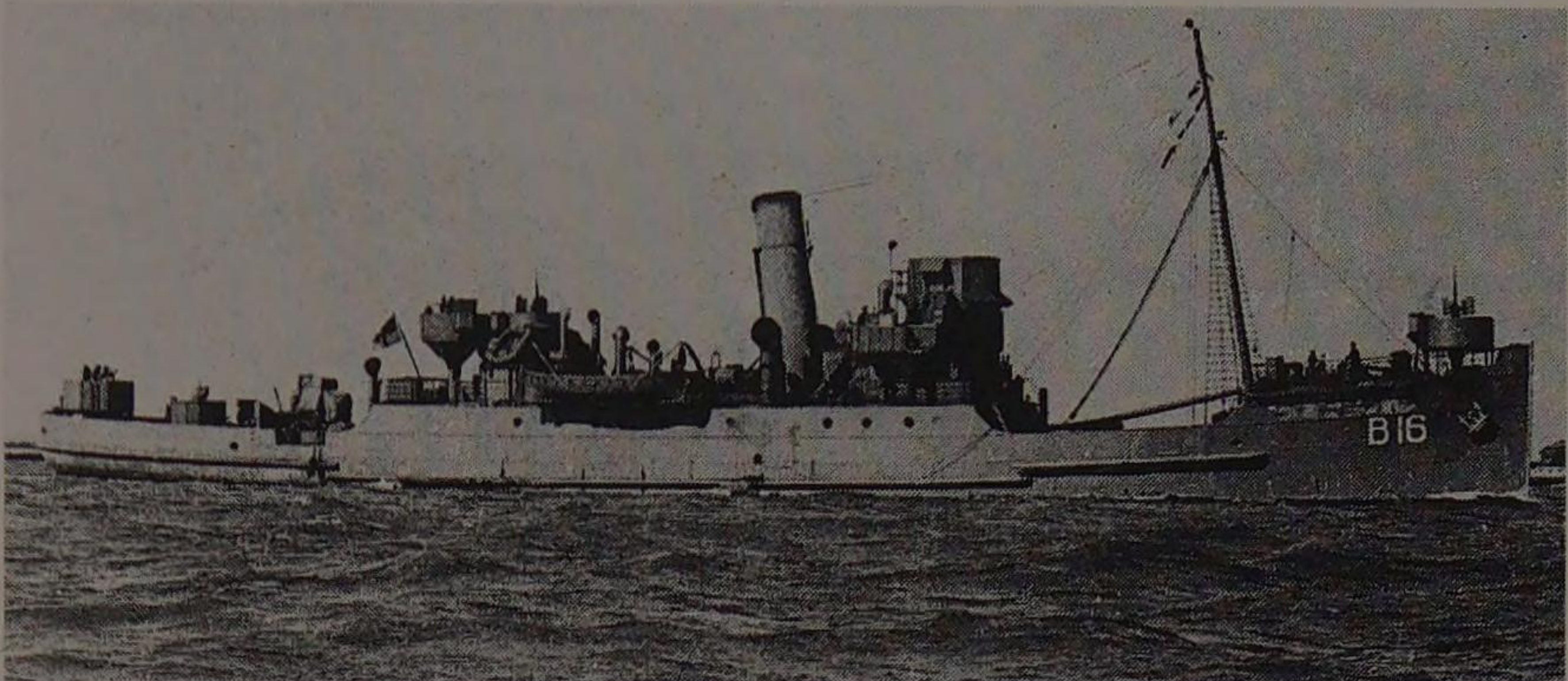
“**Moor-” class:** (third series) MOORBERRY, MOORCOCK, MOORFIRE, MOORGRASS, MOORWIND.

Mooring vessels: (fourth series) MOORBERRY, MOORBURN, MOORCOCK, MOORESS, MOORFIELD, MOORFIRE, MOORFLY, MOORGRASS, MOOR-GRIEVE, MOORHEN, MOOR MYRTLE, MOORPOUT, MOORSIDE, MOORSMAN, MOORWIND.

Displacement: 1,000 tons (..... tons full load).
Dimensions: 149 (pp)/159 (oa) × 34 × ...d/11 (... full load) feet.

Machinery: Two SE cylindrical boilers (200lb/in²), one shaft, reciprocating (VTE cyl 12in:20in:30in × 24in stroke) IHP 500 = 9 knots.
Bunkers & radius: Coal 74 tons, 1,184nm @ 9k.
Armament: One 12pdr AA, two 20mm AA (2×1) guns.
Complement: ...

Below: The barrage/kite balloon ship *Fratton* was armed with four 20mm AA (4×1) guns, and has a masthead pulley for paying-out her kite cable. (P. A. Vicary)



Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered/..							
.....	MOORCOCK	.....	.....	.....	.....	.....	Wrecked Jura Rock 26/11/48.

Barrage/Kite Balloon Vessels

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 4/9/39					
.....	LORD ST VIN-CENT	J Chambers (Lowestoft)	W Burrell (Great Yarmouth)	 7.29	Mined Thames estuary 7/7/41.
Requisitioned 26/9/39					
.....	NELSON (ii)	.....	.....	.....98	Returned 25/9/41.
Requisitioned 16/10/39					
FY.1870	BYNG <i>ex-Elephanta</i>	Fellows (Great Yarmouth)	.....	16. 1.20	Returned .././46.
Requisitioned ../11/39					
FY.1865	BOY SCOUT	.....	.....	.....13	Returned 28/6/45.
Requisitioned 1/11/39					
	FLUSH	W Wood (Lossiemouth)	.....	12. 3.20	Harbour service (19..).
Requisitioned 9/11/39					
.....	NORMAN WIL-SON <i>ex-Sophia S Summers, ex-Tidal Wave</i>	A Hall (Aberdeen)	.....	.....19	Harbour service (1944).
Requisitioned 25/11/39					
FY.774	BERENGA	.....	.....	.....17	Returned 3/9/45.
Requisitioned 26/11/39					
.....	BANCO	Cochrane (Selby)	G Plenty (Newbury)	27	Returned unsuitable 27/11/39.
Requisitioned 27/11/39					
.....	LION	.....	.....	.....02	Mined Thames estuary 6/1/41.
Requisitioned 29/11/39					
.....	HURRICANE	H Scarr (Hessle)	Sulzer (Winterthur)	 9.38	Tug (1943).
FY.996	CEDRIC	.....	.....	.....06	Returned ../10/44.
Requisitioned 30/11/39					
FY.780	LORD NORTH-CLIFFE	Smiths Dock (Middlesbrough)	Smiths Dock (Middlesbrough)	 3.16	Returned 23/11/45.
Requisitioned 1/12/39					
.....	SIRDAR	R & H Green (Blackwall)	T A Young (Blackwall)	 9.99	Returned unsuitable 7/12/39.
Requisitioned ../12/39					
FY.1910	GEORGE AL-BERT	.....	.....	.....16	Returned 29/6/46.
FY.976	INVERUGIE	.....	.....	.....08	Returned 14/8/45.

Requisitioned 2/12/39

..... SILVERMARK	A Hall (Aberdeen)	British Auxiliaries (Glasgow)	 6.37	Returned unsuitable 4/1/40.
<i>ex-Seething Lane</i>				

Requisitioned 7/12/39

FY.1988 BRACKENDALE			16	A/P, DGV; returned 24/7/46.
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Requisitioned 8/12/39

FY.1879 COMELY BANK			14	Returned 17/7/46.
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Requisitioned 13/12/39

FY.1877 KIDDAW			09	Returned 6/7/45.
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Requisitioned 15/12/39

..... BESSIE			18	Tug (194..).
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Requisitioned 8/12/39

CARRY ON	Richards Ironworks (Lowestoft)		19	BBV; mined off Sheerness 17/12/40.
<i>ex-Moonlight</i>				

Requisitioned 13/12/39

FY.1873 EX FORTIS			14	Returned 19/9/45.
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..... MARINUS			11	Harbour service (19..).
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Requisitioned 20/12/39

FY.310 EPHRETAH	Colby (Lowestoft)		6. 3.19	Returned 26/2/46.
<i>ex-Quicksand</i>				

Requisitioned .././40

AMPHITRITE			87	Sold .././45.
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Requisitioned ../1/40

4.447 CONTROLLER			13	Esso (19..).
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Requisitioned 3/1/40

..... BOY BOB			16	Returned 23/2/45.
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FY.1914 ELSIE & NELLIE			16	Returned 23/2/45.
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FY.1915 J T HENDRY			08	Returned 17/7/45.
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Requisitioned 24/2/40

..... GLORIA	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	 4.07	Returned 14/9/44.
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Requisitioned 27/2/40

4.443 BARNSSNESS			07	Esso (1944).
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Requisitioned 29/2/40

..... ECCLESHILL			11	Returned 10/1/45.
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Requisitioned 1/4/40

..... ARCHIMEDES			11	Examination service (19..).
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Z.251 EASTER ROSE			14	Tender (19..).
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..... JEANNIE HOWIE			12	Harbour service (1944).
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Requisitioned 2/4/40

..... ACQUIRE			07	Returned 6/9/45.
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..... BETSY SLATER			11	Harbour service (19..).
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..... BUCHAN			08	Returned 6/4/40.
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..... HEATHER SPRIG			13	Harbour service (1941).
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..... JESSIE TAIT			15	Training vessel (1944).
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Requisitioned 3/4/40

..... LAVATERA			13	Harbour service (19..).
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Requisitioned 18/4/40

CARIEDA			13	Returned 24/4/40.
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Requisitioned 19/4/40

CHRYSEA			12	Returned 6/1/45.
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Seized ../5/40

..... LAESÖ	Frederikshavns Vaerft	Frederikshavns Vaerft	28	Tender (1943).
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Requisitioned 18/5/40

..... FAIR HAVEN	Courtney (Lymington)		11. 3.20	Auxiliary patrol (19..).
<i>ex-Maelstrom</i>				

Requisitioned 19/5/40

..... ABERDOUR			08	Returned 23/5/40.
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..... LASSIE MAIN			10	Returned 15/6/44.
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Requisitioned 21/5/40

4.27 MILL WATER	Colby (Lowestoft)		2. 9.18	Examination service (19..).
<i>ex-Timor, ex-Col-umbine, ex-Black Frost</i>				

Requisitioned 29/5/40

..... GUIDO GEZELLE			32	Returned 5/11/46.
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Requisitioned 3/7/40

..... HALLMARK			06	Harbour service (1942).
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..... MEMELINC	I S Figee (Vlaardingen)	Sulzer (Winterthur)	32	Harbour service (19..).
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Seized 3/7/40					
.....	ELAN II			19	Harbour service tug (1941).
.....	MAMMOUTH			17	Rescue tug (1943).
.....	PÉTREL 4	.....	.....	.....32	Dockyard tug (194..).
.....	PINGOUIN	.....	.....	.....17	Harbour service tug (1943).
.....	PINTADE	.....	.....	.....17	Harbour service tug (1943).
.....	RAMIER	.....	.....	.....17	MOWT salvage tug (1943); retroceded French Navy 8/6/46.
.....	RENÉ DE BES- NERAIS	.....	.....	.....31	Harbour service tug (1941).
.....	SIOUX (i)	.....	.....	.....18	Boom gate vessel (1942).
Requisitioned 7/7/40					
.....	BERTHA LINA	.....	.....	.....31	Returned 16/2/46.
Requisitioned 12/7/40					
.....	HEATHERY BRAE	.....	.....	.....10	Harbour service (1942).
Requisitioned 30/7/40					
.....	JACQUELINE	.....	.....	.....32	Harbour service (1941).
.....	FLORIMONDE	.....	.....		
Requisitioned 31/7/40					
.....	DE HOOP (i)	.....	.....	.....31	LIEGE (1941); returned ../../47.
Requisitioned 9/8/40					
.....	COR JESU	.....	.....	.....31	Bombed German aircraft off Alnmouth 8/6/41.
.....	JEANNINE	.....	.....	.....13	Harbour service (19..).
Requisitioned 30/8/40					
.....	CHARLES DENISE	.....	.....	.....35	Harbour service (19..).
Requisitioned 5/9/40					
.....	GENERAL LEMAN	.....	.....	.....19	Returned 27/8/45.
Requisitioned 13/9/40					
.....	JEANNE-MARIA	Beliard-Crichton (Oostende)	Humboldt-Deutzmotoren (Köln)	37	Harbour service (19..).
Requisitioned 14/9/40					
.....	DEWY ROSE	.....	.....	.....15	Harbour service (19..).
Requisitioned 23/10/40					
.....	GABRIELLE MARIA	.....	.....	.....31	Fire float CHANNEL FIRE (1942).
Requisitioned 6/12/40					
4.446	CLOUGHSTONE	.....	.....	.....07	Esso (19..).
Requisitioned ../5/41					
.....	KILLINGS- HOLME	Earle’s (Hull)	Earle’s (Hull)	12	Returned ../3/45 & scrapped.
Requisitioned 28/9/41					
.....	GROVE PLACE	.....	.....	.....19	Returned ../5/45.
Re-requisitioned 1/5/43					
.....	TRICIA	.....	.....	.....06	Returned ../../45.

Examination Service Vessels

Yacht conversion: ADELE.

Between 1915/24 this vessel served as the Royal Australian Navy training ship *Franklin*, and then as a despatch vessel for the Government of Papua/ New Guinea before being sold-out commercially.
131 tons gross: (pp)/145 (oa) × 22½ × 13¼d/.... feet: one SE cylindrical boiler (.....lb/in²), one shaft, reciprocating (VTE cyl 12in:19in:33in × 22in stroke) IHP = ... knots, coal tons (.....nm @ ...k): complement ...

Mercantile conversion: B O DAVIS.

Mercantile conversion: BRENDA.

Mercantile conversion: EXPLORER.

Mercantile conversion: FREYA.

280 tons gross:

Mercantile conversion: GEORGES LEVEDIER.

279 tons gross:

Mercantile conversion: KWANG MING.

Tug conversion: KEVERNE.

120 tons gross:

Mercantile conversion: LOCH ALINE.

230 tons gross:

Mercantile conversion: MINNA.
290 tons gross:
Mercantile conversion: NORNA.
457 tons gross:
Tug conversion: PYGMALION.
569 tons gross:
Mercantile conversion: RONA.
180 tons gross:

Mercantile conversion: ST SILIO.
314 tons gross:
Mercantile conversion: WONGALA.
402 tons gross: 135½ (pp)/149 (oa) × 29¼ × 14¼d/.... feet: one shaft, Bolinder 4cyl (bore 420mm × 480mm stroke) diesel engine BHP 220 = 7 knots, O.F. tons (.....nm @ 7k): complement ...
Mercantile conversion: WOODBRIDGE.
102 tons gross:

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ..8/39					
FY.1766	BEN IDRIS	.....	.....	.....31	Minesweeper (19..).
FY.904	FRIARAGE	.....	.....	.....30	Auxiliary patrol (1940).
.....	KENIA	Cochrane (Selby)	Crabtree (Great Yarmouth)	 9.27	Rescue tug (1940).
.....	KEVERNE ex-Kinsman	Cook, Welton & Gemmell (Beverley)	Vauxhall & West Hydraulic Engineering (Luton)	 4.08	Salvage tug (1942).
.....	MONARCH	R H Green (Blackwall)	J Penn (Greenwich)	88	EXWEY (1942), ferry service (1944).
.....	ROMAN	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	 6.06	Harbour service tug (194.).
.....	SIR FRANCIS DRAKE	.....	.....		Ferry service (1941).
.....	SIR RICHARD GRENVILLE	.....	.....		Ferry service (1941).
.....	SIR WALTER RALEIGH	.....	.....		Fleet tender (1941).
.....	VICTORIA	J & K Smit (Kinderdijk)	J Penn (Greenwich)	84	Returned ..1/41.
Requisitioned 25/8/39					
W....	VANGUARD (i)	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	 6.20	Returned unsuitable 27/9/39.
Requisitioned 26/8/39					
.....	AVONGLEN ex-Prévoyance Sociale, ex-Cap- tain Pollen	A Hall (Aberdeen)	A Hall (Aberdeen)	12.17	Hospital service (1942).
.....	BENARDNA	.....	.....	.....17	Lost collision off the Tyne 12/5/42.
.....	CRAIK	.....	.....	.....15	Returned 7/11/44.
.....	EMPRESS	Samuda (Poplar)	J Penn (Greenwich)	79	Returned 11/1/41, requisitioned 13/3/44, returned 8/11/44; sold ..11/55 & scrapped Northam.
.....	KITE	.....	.....	.....02	Returned 27/4/40.
.....	SIR BEVOIS	Day Summers (Southampton)	Day Summers (Southampton)	 4.16	Bombed German aircraft Plymouth 20/3/41.
.....	SOUTHAMPTON (ii)	Philip (Dartmouth)	Earle's (Hull)	 9.10	Returned unsuitable 19/9/39.
.....	THUNDERER	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	 6.20	Returned 22/3/40.
.....	VIGILANT (i)	Murdoch & Murray (Port Glasgow)	D Rowan (Glasgow)	 3.03	Returned unsuitable 30/10/39.
Requisitioned 27/8/39					
.....	IRISHMAN	Cochrane (Selby)	Earle's (Hull)	 4.29	Returned unsuitable 7/9/39.
4.365	BETTY BODIE			18	Harbour service (19..).
	COSMEA ex-Dusk	Duthie Torry (Aberdeen)	.....	.....18	Examination service; returned 3/5/46.
.....	LASHER	-do-	.....	9. 2.20	Harbour service (1942).
.....	MACE ex-Zena & Ella, ex-Thunderclap	-do-	.....	2. 6.19	Harbour service (19..).
Requisitioned 28/8/39					
.....	BYDAND	.....	.....	.....	Patrol vessel (19..).
.....	CHARING CROSS ex-Joseph Con- stantine	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	 3.13	MOWT (1941); returned ..../44.
.....	DANUBE III	Cochrane (Selby)	C D Holmes (Hull)	 9.24	Mined off Sheerness 13/10/40.
.....	DANUBE V	-do-	-do-	 9.35	Rescue tug (1943).
.....	DANUBE VI	-do-	-do-	10.35	Rescue tug (1941).
.....	DORIA	Philip (Dartmouth)	Philip (Dartmouth)	 3.09	Returned 19/5/45.

.....	FOREMOST 22	J Meyer (Zalt-Bommel)	W Beardmore (Coatbridge)	 9.24	Tug (1943).
.....	LONGSCAR	J Lewis (Aberdeen)	J Lewis (Aberdeen)	 7.30	Returned .././45.
Requisitioned 29/8/39					
.....	FLYING BREEZE	J T Eltringham (South Shields)	Shields Engineering (North Shields)	12.13	Returned 3/9/40.
.....	GUARDSMAN	Ailsa (Ayr)	J Ritchie (Glasgow)	 9.05	Mined off North Foreland 15/11/40.
Requisitioned 1/9/39					
FY.1949	HILDA COOPER	Cochrane (Selby)	C D Holmes (Hull)	 6.28	Returned 29/5/46.
.....	M A WEST	F W Brooke (Lowestoft)	.....	8.10.19	Bombed German aircraft off east coast of England 14/5/41.
<i>ex-Broil</i>					
Requisitioned ../9/39					
FY.89	ADÈLE	Hawthorns (Leith)	Hawthorns (Leith)	06	RAN; wrecked Port Kembla 7/5/43 & written-off as constructive total loss.
<i>ex-Franklin, ex-Adèle</i>					
Requisitioned 2/9/39					
.....	FLOW	J S Watson (Gainsborough)	.....	31. 3.20	Harbour service (19..).
Requisitioned 3/9/39					
.....	CLEVELAND	J T Eltringham (South Shields)	J P Rennoldson (South Shields)	81	Returned unsuitable 7/9/39.
Requisitioned 6/9/39					
.....	MILL O' BUCKIE	.....	.....	.....11	Harbour service (19..).
Requisitioned 7/9/39					
.....	FURNESS	Cammell Laird (Birkenhead)	Cammell Laird (Birkenhead)	 2.34	Returned unsuitable 11/9/39.
<i>ex-Devonshire</i>					
.....	LINGDALE	Westwood Baillie (London)	J Stewart (London)	82	Returned unsuitable 13/9/39.
<i>ex-Lady Vita</i>					
.....	VINCIA	Philip (Dartmouth)	Philip (Dartmouth)	 6.09	Sold .././46.
<i>ex-Chub, ex-Vincia</i>					
Requisitioned 8/9/39					
.....	CRAIGENTINNY	I Pimblott (Northwich)	.....	16. 1.20	Harbour service (19..).
<i>ex-Spurt</i>					
Requisitioned 11/9/39					
.....	LORANTHUS	.....	.....	.....29	Harbour service (1942).
Requisitioned 13/9/39					
.....	ADVENTURESS	.....	.....	.....98	Sold ../2/46.
Requisitioned 14/9/39					
.....	COREOPSIS (i)	.....	.....	.....11	OLIVINE (1939); returned ../12/45.
Requisitioned ../10/39					
.....	BENFLEET	.....	.....	.....07	Returned 15/12/44.
.....	FLEUR DE LIS	Canadian Vickers (Montreal)	Winton (Cleveland)	 7.29	RCN, returned ../11/45; sold .././53.
<i>ex-RCMP</i>					
Requisitioned 8/10/39					
.....	DARCY COOPER	.....	.....	.....28	Bombed German aircraft Harwich 9/4/41.
Requisitioned 30/10/39					
.....	FOSSA	A Hall (Aberdeen)	A Hall (Aberdeen)	 9.29	Stranded & abandoned Dunkerque 2/6/40.
Requisitioned 3/11/39					
.....	CONSUL	R & H Green (Blackwall)	J Penn (Greenwich)	96	Returned 23/1/41, requisitioned 8/4/44, returned 6/11/44, <i>Duke of Devonshire</i> (1964); scrapped Southampton ../9/68.
<i>ex-Duke of Devonshire, ex-Duke II, ex-Duke of Devonshire</i>					
Requisitioned 18/11/39					
FY.924	JOHN & NORA	.....	.....	.....13	Returned 18/7/46.
Requisitioned 20/11/39					
FY.316	GORSE	.....	.....	.....11	Anti-submarine (19..).
Requisitioned 22/11/39					
.....	WILLIAMRYAN	A Hall (Aberdeen)	A Hall (Aberdeen)	12.28	Returned 13/9/45.
Requisitioned 26/11/39					
FY.943	M H STEPHEN	G Smith (Buckie)	.....	31.10.18	Fire float (1944).
<i>ex-Etesian</i>					
Requisitioned 28/11/39					
.....	BRIGHTON O' THE NORTH	.....	.....	.....14	Returned 27/9/45.
Requisitioned 29/11/39					
.....	VICTOR	Pool, Skinner & Williams (Falmouth)	Cox (Falmouth)	 6.98	Harbour service tug (1942).
<i>ex-Ictor, ex-Victor</i>					
.....	NORFOLK COUNTY	.....	.....	.....08	Returned 17/4/46.

Requisitioned 1/12/39

.....	FERTILE VALE	J & G Forbes (Sandhaven)		3. 6.18	Lost collision off the Tay 17/7/41.
	<i>ex-Fogbow</i>				

FY.1962	GOWAN			07	Minesweeper (19..).
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Requisitioned 4/12/39

4.49	GUELDER ROSE				Returned 14/11/45.
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Requisitioned 6/12/39

.....	NAPIA	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	 4.14	Mined off Ramsgate 20/12/39.
	<i>ex-Doralia</i>				

Requisitioned 9/12/39

FY.985	BETTY INGLIS			95	Harbour service (1940).
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.....	GLEAM ON	J Chambers (Oulton Broad)	J Chambers (Oulton Broad)	9. 3.20	Returned 21/12/45.
	<i>ex-Flurry</i>				

Requisitioned 20/12/39

FY.310	EPHRETAH	Colby (Lowestoft)	.....	6. 3.19	Harbour defence patrol vessel (1940).
	<i>ex-Quicksand</i>				

W....	LADY DUN- CANNON	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	10.14	Rescue tug (194.).
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Requisitioned 27/12/39

.....	AUTOCRAT	Cochrane (Selby)	Earle's (Hull)	 8.15	Returned 25/5/44.
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Purchased .././40

FY.295	CARENCY			16	Sold ../3/46.
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Requisitioned .././40

.....	ARLETTE II			36	Sold ../12/45.
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.....	WONGALA	Bolsönes (Molde)	Bollinder (Stockholm)	19	RAN, South Australian Boy Scouts (1945), RAN WYATT EARP (1947), mercantile <i>Wongala</i> (1951), <i>Natone</i> (1956); wrecked 6nm north Double Island Point Lighthouse 23/1/59.
	<i>ex-Wyatt Earp,</i> <i>ex-Fannefford</i>				

Requisitioned ../1/40

4.286	ANNE			25	Submarine tender (1942).
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Requisitioned 10/1/40

4.372	ADORATION			12	Returned 10/9/45.
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Requisitioned 1/2/40

	DELIVERER			09	Returned 28/7/43.
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Requisitioned 21/2/40

.....	LEMNOS			10	Harbour service (1941).
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Requisitioned 15/3/40

.....	GIRL VIOLET			17	Harbour service (19..).
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Requisitioned 27/3/40

	BERYL II			09	Harbour service (19..).
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Requisitioned 28/3/40

.....	FENELLA			20	Returned 11/2/46.
	<i>ex-Unity</i>				

Requisitioned 1/4/40

	ARCHIMEDES			11	Returned 30/12/44.
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Requisitioned 4/4/40

.....	OCEAN FISHER	Hawthorns (Leith)	Hawthorns (Leith)	18. 3.19	Returned ../1/45.
	<i>ex-Daniel Hillier</i>				

Requisitioned 19/5/40

FY.961	EXCHEQUER			14	Harbour service (19..).
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Requisitioned 21/5/40

4.27	MILL WATER	Colby (Lowestoft)		2. 9.18	Auxiliary patrol (19..).
	<i>ex-Timor, ex-Col- umbine, ex-Black Frost</i>				

Requisitioned 24/5/40

	CRAIG BOY			09	XS; lost cause & place unknown 31/7/44 & written-off as constructive total loss.
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Requisitioned ../6/40

4.93	AMAZONE			36	DUNLIN (1940); returned .././45.
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.....	HARBINGER	Inglis (Pointhouse)	Inglis (Pointhouse)	05	M/S headquarters ship (1941).
	<i>ex-Pioneer</i>				

.....	ROMSEY	Ferguson (Port Glasgow)	Ferguson (Port Glasgow)	 2.30	Returned 11/8/45.
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Requisitioned 4/6/40

Z.212	BEN TARBERT			12	Minesweeper (19..).
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Seized 3/7/40

.....	ALBERT FAR- OULT	Ch & At de Saint-Nazaire (Grand Quevilly)	Sulzer (Saint-Denis)	38	Returned .././44.
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4.265	ANN GASTON			37	Returned 13/11/45.
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.....	JOBOURG			32	Tug (1943).
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.....	LA PERNELLE			30	Returned 21/9/45.
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.....	CHRISTINE ROSE <i>ex-Christiane-Rose</i>				Wrecked coast of Argyll 10/9/41.
.....	HIGH TIDE	Colby (Lowestoft)	Pollit & Wigzall (Sowerby Bridge)	28.10.19	Foundered of north coast of Wales 30/3/45.
.....	LE NIVOSE	Ch & At de Saint-Nazaire (Grand Quevilly)	Ch & At de Saint-Nazaire (Grand Quevilly)	36	Returned .././45.
Requisitioned 4/7/40					
	BREME	.....	.....	.....10	Harbour service (19..).
Requisitioned 26/7/40					
.....	CERVIA <i>ex-Tamesa</i>	J P Rennoldson (South Shields)	J P Rennoldson (South Shields)	 1.25	Returned 24/5/46.
Requisitioned 6/8/40					
4.244	DELFIN II	.....	.....	.....38	Returned ../1/46.
Requisitioned 23/8/40					
FY.1774	LORD DARLING <i>ex-Prince Palatine</i>	Cochrane (Selby)	C D Holmes (Hull)	 5.14	Returned 10/11/44.
Requisitioned ../9/40					
.....	JØKUL	A M Liaaen (Aalesund)	Atlas (Stockholm)	37	Harbour service (19..).
Requisitioned 5/9/40					
.....	GIRL ENA	.....	.....	.....07	Harbour service (1941).
Requisitioned ../10/40					
FY.1830	JUNCO	Goole Shipbuilding	Earle's (Hull)	12.17	Tug (1944).
4.297	KORAB I	Jos L Meyer (Papenburg)	Deutsche Werke (Kiel)	38	Returned Poland .././49.
Requisitioned 7/10/40					
4.410	ADRIATIC			36	Returned ../8/45.
Requisitioned 9/10/40					
.....	KESTREL	.....	.....	.....97	MOWT (194.); returned ../11/45.
Requisitioned 10/10/40					
.....	MARGUERITE MARIE LOISE	.....	.....	.....31	Tug (1943).
Requisitioned 22/10/40					
.....	MORVEN HILL <i>ex-Backwash</i>	Colby (Lowestoft)	.....	19. 7.18	Harbour service (19..).
Requisitioned ../11/40					
.....	AH MING	Kiangnan (Shanghai)	Widdop (Keighley)	 4.31	Captured IJN (1942).
Requisitioned 26/12/40					
.....	IRIDESCENCE	G Innes (Macduff)	.....	21.12.17	Returned ../5/43.
Requisitioned .././41					
.....	FRESHWATER (ii)	White (Cowes)	White (Cowes)	27	Returned .././44, <i>Freshwater II</i> (1959), <i>Sussex Queen</i> (1959), <i>Swanage Queen</i> (1961); sold ../5/62 & scrapped Belgium.
Requisitioned 12/7/41					
.....	FORELOCK	.....	.....	.....10	Water carrier (1944).
Re-requisitioned 8/4/44					
.....	CONSUL <i>ex-Duke of Devonshire, ex-Duke II, ex-Duke of Devonshire</i>	R & H Green (Blackwall)	J Penn (Greenwich)	96	Returned 6/11/44, <i>Duke of Devonshire</i> (1964), scrapped Southampton ../9/68.

Ferries

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Purchased 20/3/08					
.....	HARLEQUIN <i>ex-Strathmore</i>	Russell (Port Glasgow)	Rankin & Blackmore (Greenock)	97	Wrecked en route Chatham/Clyde ../9/42 to become accommodation ship.
Requisitioned ../8/39					
.....	EXWEY <i>ex-Monarch</i>	R H Green (Blackwall)	J Penn (Greenwich)	88	Returned .././45; sold .././50 & scrapped.
.....	SIR FRANCIS DRAKE	.....	.....		Returned ../6/46.
.....	SIR RICHARD GRENVILLE	.....	.....		Returned ../1/46.
Requisitioned 28/8/39					
.....	BYDAND	.....	.....	.....	Returned 19/10/45.

Requisitioned ../9/39					
J.115	DUCHESS OF FIFE <i>ex-Duke of Fife, ex-Duchess, ex-Duchess of Fife</i>	Fairfield (Govan)	Fairfield (Govan)	03	Sold Smith & Houston ../9/53, arrived Port Glasgow ../../53 for scrapping.
Requisitioned 12/9/39					
.....	QUEEN OF KENT <i>ex-Atherstone</i>	Ailsa (Troon)	Ailsa (Troon)	16	Returned 12/7/46, <i>Lorna Doone</i> (1949); left Bournemouth in tow 13/3/53 for scrapping.
.....	QUEEN OF THANET <i>ex-Melton</i>	Hamilton (Port Glasgow)	Hamilton (Port Glasgow)	16	Salvage vessel (1945).
Requisitioned 27/10/39					
4.399	QUEEN EM-PRESS	Murdoch & Murray (Port Glasgow)	Rankin & Blackmore (Greenock)	12	Sold ../8/46 & scrapped Netherlands.
Requisitioned 26/11/39					
FY.1562	NAIRNSIDE	.....	.....	.....12	Returned 12/7/46.
Requisitioned 30/7/40					
	ADRONIE CAMIEL	.....	.....	.....36	Returned 29/8/45.
Requisitioned ../8/40					
4.200	ARISTOCRAT <i>ex-Talisman</i>	Inglis (Pointhouse)	Inglis (Pointhouse)	35	Returned ../7/46; sold Arnott Young ../../67, arrived Dalmuir ../../67 for scrapping.
Requisitioned 7/1/41					
.....	SIR JOHN HAWKINS	.....	.....		Returned ../10/45.
Purchased 20/8/41					
4.328	RAVENSWOOD <i>ex-Ringtail, ex-Ravenswood</i>	S McKnight (Ayr)	Barclay Curle (Whiteinch) (1)	91	Returned ../5/45; scrapped Newport ../../55.

(1) Re-boilered & re-engined 1909 when original simple engine by Hutson (Glasgow) was replaced by a compound set.

Fire Floats

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../../..					
4.79	SPITFIRE III	.....	.....	.....38	Sold ../1/46.
Requisitioned 26/11/39					
FY.943	M H STEPHEN <i>ex-Etesian</i>	G Smith (Buckie)	.....	31.10.18	Returned 26/12/44.
Requisitioned 11/6/40					
	OCEAN FIRE <i>ex-Ancre Esperance</i>	.....	.....	.....35	Returned 28/8/46.
Requisitioned 23/10/40					
.....	CHANNEL FIRE <i>ex-Gabrielle Maria</i>	.....	.....	.....31	Returned ../4/46.

Miscellaneous Harbour Service Vessels

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 26/8/39					
.....	FERTILITY (i)	.....	.....	.....19	Harbour service; returned 31/8/45.
Requisitioned 27/8/39					
.....	GEORGE BAKER <i>ex-Watersmeet</i>	A Hall (Aberdeen)	.....	16. 9.19	Harbour service, SKIRMISHER (1939/44); returned 23/10/45.
.....	LASHER	-do-	.....	9. 2.20	Harbour service; returned 23/3/46.
.....	M H BUCHAN	Stevenson & Asher (Banff)	J Lewis (Aberdeen)	17	Harbour service; returned 7/12/45.
.....	MACE <i>ex-Zena & Ella, ex-Thunderclap</i>	-do-	.....	2. 6.19	Harbour service; returned 20/2/46.
.....	MARIGOLD (i) <i>ex-Iceberg</i>	-do-	.....	1. 7.18	Harbour service, MARIGOLD II (1940); returned 4/10/45.

.....	NORTH HAVEN <i>ex-Stormcentre</i>	J Chambers (Oulton Broad)	Brown Bros (Edinburgh)	21.11.18	Harbour service; returned 10/11/45.
Requisitioned 28/8/39					
.....	GOWAN HILL <i>ex-Puff</i>	J W Brooke (Lowestoft)	.....	.....20	Harbour service; bombed German aircraft Greenock 7/5/41.
.....	JOHN HERD	Herd & McKenzie (Buckie)	Urquart Lindsay (Dundee)	30	Harbour service; returned 6/3/46.
.....	MARY WATT <i>ex-Flicker</i>	A Hall (Aberdeen)	.....	.....18	Harbour service; returned 24/5/46.
Requisitioned 29/8/39					
4.237	EMPEROR OF INDIA <i>ex-Mahratta, ex-Emperor of India, ex-Princess Royal</i>	-do-	-do-	06	Harbour service; returned .././48.
.....	OCEAN SPRITE <i>ex-Phosphorous</i>	-do-	.....	21. 2.19	Harbour service; returned 25/5/46.
Requisitioned 30/8/39					
FY.1607	BURNHAVEN <i>ex-Gust</i>	A Hall (Aberdeen)	.....	6.12.18	Harbour service, torpedo recovery vessel (19..).
.....	CLANS	.....	.....	.....15	Harbour service; returned 23/4/45.
.....	LIZZIE WEST	Herd & McKenzie (Buckie)	J Lewis (Aberdeen)	30	Harbour service; returned 30/9/45.
.....	LORD ANSON	Cochrane (Selby)	Pertwee & Back (Great Yarmouth)	 9.27	Harbour service; returned 16/2/46.
.....	MORAY ROSE <i>ex-Williwaw</i>	J W Brooke (Lowestoft)	.....	29. 1.20	Harbour service; returned 8/2/46.
Requisitioned 1/9/39					
.....	LORD COLLINGWOOD	Goole Shipbuilding	W Burrell (Great Yarmouth)	 9.30	Harbour service; returned 13/2/46.
Requisitioned 2/9/39					
.....	ENZIE	.....	.....	.....08	Harbour service; returned 30/10/45.
.....	FLOW	J S Watson (Gainsborough)	.....	31. 3.20	Harbour service; returned 29/8/46.
.....	GEORGE G BAIRD <i>ex-Fife Ness, ex-Snowdrift</i>	J Lewis (Aberdeen)	.....	3. 4.18	Harbour service; returned 11/2/46.
Requisitioned 3/9/39					
.....	FAITHFUL STAR	.....	.....	.....27	Harbour service; returned 9/3/46.
Requisitioned 4/9/39					
FY.1884	LORD KEITH	Goole Shipbuilding	W Burrell (Great Yarmouth)	 9.30	Patrol vessel (1941).
FY.877	LORD RODNEY	-do-	C D Holmes (Hull)	 7.28	Minesweeper (1941).
.....	LORD ST VINCENT	J Chambers (Lowestoft)	W Burrell (Great Yarmouth)	 7.29	Barrage balloon vessel (1940).
Requisitioned 5/9/39					
.....	FRIENDLY GIRLS	.....	.....	.....13	Harbour service, FOX (1939), FRIENDLY GIRLS (1942); returned 31/10/45.
.....	LORD CURZON	.....	.....	.....17	Harbour service, stores carrier (19..).
Requisitioned 6/9/39					
.....	MILL O' BUCKIE	.....	.....	.....11	Harbour service; returned 27/8/45.
Requisitioned 7/9/39					
.....	OCEAN LIFE-BUOY	A Hall (Aberdeen)	A Hall (Aberdeen)	 6.29	Returned ../10/39.
Requisitioned 8/9/39					
.....	CRAIGENTINNY <i>ex-Spurt</i>	I Pimblott (Northwich)	.....	16. 1.20	Harbour service; returned 1/2/46.
Requisitioned 11/9/39					
.....	LORANTHUS	.....	.....	.....29	Harbour service; returned 30/12/44.
Requisitioned 14/9/39					
.....	DAISY II	.....	.....	.....08	Harbour service; returned 12/4/43.
Requisitioned 17/9/39					
.....	ALGIE	.....	.....	.....29	RCN, harbour service; returned 21/11/39.
Requisitioned 19/9/39					
.....	DUNLEITH	.....	.....	.....96	Base hulk; returned 19/2/46.
Requisitioned 20/9/39					
.....	OCEAN CHEST	.....	.....	.....11	Harbour service; returned ../10/40.
Requisitioned 25/9/39					
.....	COMET	.....	.....	.....24	Special service; mined off Falmouth 30/9/40.
Requisitioned 30/9/39					
.....	DARDA	.....	.....	.....11	Salvage vessel (19..).
Requisitioned 2/10/39					
FY.748	GENIUS <i>ex-Waft</i>	Scott (Bowling)	.....	11. 9.19	Harbour service; returned 12/11/45.

FY.752	JUNE ROSE <i>ex-Mildred W Lawson, ex-Icicle</i>	A Hall (Aberdeen)	.....	.....18	Harbour service; returned 29/5/45.
Requisitioned 3/10/39					
.....	DEFENSOR <i>ex-Homefinder, ex-Morn</i>	Crichton Thompson (King's Lynn)	.....	17. 3.21	Harbour service; returned 7/8/46.
.....	IMBAT	Jones (Buckie)	.....	23.11.18	Harbour service; lost collision Scapa Flow 4/2/41.
FY.736	JUSTIFIER	.....	.....	.....25	Harbour service; returned ..1/46.
Requisitioned 4/10/39					
.....	MARY SWANS- TON	.....	.....	.....20	Returned ..3/46.
Requisitioned 11/10/39					
.....	NEVES	Goole Shipbuilding	Elliott & Garrood (Beccles)	31	Harbour service; returned 24/10/45.
Requisitioned 16/10/39					
.....	NEPTUNE (ii)	Day Summers (Southampton)	Day Summers (Southampton)	 5.10	Transport service; returned 23/10/45.
.....	CORN RIG	.....	.....	.....11	Harbour service; returned 13/3/46.
.....	NORTHESK	J Duthie Torry (Aberdeen)	J Abernethy (Aberdeen)	 8.13	Harbour service; returned 29/12/45.
Requisitioned 22/10/40					
.....	MORVEN HILL <i>ex-Backwash</i>	Colby (Lowestoft)	.....	19. 7.18	Harbour service; returned 16/3/46.
Purchased ..11/39					
FY.551	FIDGET <i>ex-Formidable</i>	.....	.....	.....17	Air/sea rescue service; sold ..9/46.
Requisitioned 1/11/39					
.....	FLUSH	W Wood (Lossiemouth)	.....	12. 3.20	Harbour service; returned ..../46.
Requisitioned 4/11/39					
.....	GOLDEN LINE <i>ex-Mistral</i>	Richards Ironworks (Lowestoft)	.....	29. 7.19	Harbour service; returned 20/3/46.
Requisitioned 8/11/39					
.....	GERVAIS REN- TOUL	.....	.....	.....17	Harbour service; returned ../10/45.
Requisitioned 9/11/39					
.....	NORMAN WILSON <i>ex-Sophia S Summers, ex- Tidal Wave</i>	A Hall (Aberdeen)	.....	.....19	Harbour service; returned 26/9/46.
Requisitioned 14/11/39					
.....	CONSTANT STAR	.....	.....	.....11	Harbour service; returned 20/11/39.
Requisitioned 23/11/39					
.....	MARGUERITA <i>ex-Spate</i>	R Dunston (Thorne)	.....	26. 7.19	Harbour service; returned 6/10/45.
Requisitioned 24/11/39					
FY.1511	BEN & LUCY	.....	.....	.....10	Tug (19..).
Requisitioned 24/11/39					
.....	CLARA	.....	.....	.....15	Harbour service; returned 31/1/46.
Requisitioned 25/11/39					
FY.931	AURILIA	.....	.....	.....14	Harbour service; returned 30/8/46.
Requisitioned 27/11/39					
.....	LUPINA	.....	.....	.....09	Harbour service; returned 21/12/45.
Requisitioned 28/11/39					
.....	AVAILABLE	.....	.....	.....12	Harbour service; returned ..1/46.
FY.987	COLVERDALE	.....	.....	.....07	Harbour service; returned 5/12/45.
.....	MAGNIFICENT III	.....	.....	.....09	Harbour service; returned 2/11/44.
Requisitioned 30/11/39					
.....	ADELE	.....	.....	.....15	Harbour service; returned ..2/46.
.....	BUDDING ROSE	.....	.....	.....	Harbour service; returned 8/10/45.
.....	CONFIDE	.....	.....	.....07	Harbour service; returned 9/5/45.
.....	DAFFODIL	.....	.....	.....07	Harbour service, CLARICE (1940); returned 15/1/44.
FY.1635	JEANNIE MCINTOSH	.....	.....	.....15	Harbour service; returned ..2/46.
Requisitioned 1/12/39					
FY.1982	HOLLYDALE <i>ex-Maviston, ex-Fireball</i>	Fellows (Great Yarmouth)	.....	30. 1.20	Harbour service; returned 10/12/45.
Requisitioned ..12/39					
.....	OCEAN REWARD	.....	.....	.....12	Harbour service; collision off Dover 28/5/40.
Requisitioned 2/12/39					
FY.964	GLOW	A Hall (Aberdeen)	.....	21.11.18	Harbour service; returned 16/11/45.
Requisitioned 3/12/39					
FY.1975	GIRL ELLEN	.....	.....	.....14	Harbour service; MOWT 21/3/46.

Requisitioned 6/12/39			
FY.1985 DARNAWAY		18	Harbour service; returned 21/9/45.
FY.1950 GEORDIE		11	Harbour service; returned 31/5/46.
FY.1978 OCEAN SPRAY		12	Harbour service; returned ../2/46.
Requisitioned 7/12/39			
FY.1964 DAISY BANK		11	Harbour service; returned 13/7/44.
..... FRAGRANT		08	Harbour service; returned ../10/45.
Requisitioned 9/12/39			
..... CALLIOPSIS	Rose Street Foundry (Inverness)	19.11.18	Harbour service; returned 19/7/46.
..... ex-Nacre, ex-Nebula			
Requisitioned 10/12/39			
FY.1999 GIRL WINIFRED		12	Harbour service; returned 18/12/45.
Requisitioned 13/12/39			
..... MARINUS		11	Harbour service; returned ../../46.
Requisitioned 15/12/39			
FY.1957 CRAIG ALVAH		09	Harbour service; returned 19/12/45.
Requisitioned 20/12/39			
..... CORNUCOPIA	Duthie Torry (Aberdeen)	18	Harbour service; returned 4/9/45.
..... ex-Cloud			
Requisitioned 21/12/39			
..... DAISY		.....	Harbour service; returned 29/10/45.
..... NORTHERN SCOT		11	Harbour service; returned 27/11/44.
Requisitioned 28/12/39			
..... BUCKLER		11	Harbour service; returned 21/3/46.
Requisitioned ../../40			
..... ACCUMULATOR		12	Harbour service; returned 24/10/40.
..... STELLA		.....	RAN; returned ../../...
..... THREE CHEERS		.....	RAN; returned ../../...
Requisitioned ../1/40			
..... GOLDEN THYME		.....	Harbour service; returned ../9/45.
Requisitioned 3/1/40			
..... BOUNTIFUL		.....	Harbour service; returned 28/11/45.
..... MAYFLOWER		.....	Harbour service, MEMENTO (1940), A/S vessel (19..).
Requisitioned 4/1/40			
..... DRAINIE	W Noble (Fraserburgh)	24. 4.19	Harbour service, water carrier (19..).
..... ex-Mackerel Sky			
..... GOLDEN EMBLEM		18	Harbour service; returned 18/12/45.
..... ex-.....			
Requisitioned 5/1/40			
..... MISTRESS ISA		15	Harbour service; returned 2/9/43.
Requisitioned 8/1/40			
..... HANDSOME		07	Harbour service; returned 11/9/45.
Requisitioned 9/2/40			
..... GOLDEN SHEAF		16	Harbour service; returned 31/8/45.
..... OBTAIN	Herd & McKenzie (Findochty)	17	Harbour service; returned 31/10/45.
	Rose Street Foundry (Inverness)		
Requisitioned 10/2/40			
..... HELEN SLATER		18	Harbour service; returned 20/12/45.
..... ex-.....			
Requisitioned 21/2/40			
..... LEMNOS		10	Harbour service; returned 8/11/45.
Requisitioned 23/2/40			
..... C & A		17	Harbour service; returned 31/3/46.
Requisitioned 27/2/40			
FY.718 GULA		36	Harbour service; returned 11/5/46.
Requisitioned 5/3/40			
..... INSPECTOR		09	Harbour service; returned 8/11/43.
..... ex-Campania			
Requisitioned 15/3/40			
..... GIRL VIOLET		17	Harbour service; returned 31/5/46.
Requisitioned 23/3/40			
..... ACQUISITION		13	Returned 23/10/43.
Requisitioned 27/3/40			
..... ADMIRE		08	Harbour service; returned 11/1/46.
..... BERYL II		09	Harbour service; returned 25/3/46.

Requisitioned 29/3/40					
.....	BEELE O' MORAY	.....	.....	11	Harbour service; returned 12/3/46.
Requisitioned 1/4/40					
.....	JEANNIE HOWIE	.....	.....	12	Harbour service; returned ..9/45.
Requisitioned 2/4/40					
.....	BETSY SLATER	.....	.....	11	Harbour service; returned 30/12/44.
.....	HEATHER SPRIG	.....	.....	13	Harbour service; returned 15/3/46.
Requisitioned 3/4/40					
.....	LAVATERA	.....	.....	13	Harbour service; returned 6/7/46.
Requisitioned 4/4/40					
.....	JOCELYN	.....	.....	15	Harbour service; returned 28/5/45.
Requisitioned 10/4/40					
.....	CONVALLARIA	A Hall (Aberdeen)	.....	18.10.19	Harbour service; returned ..3/46.
	ex-Salvian, ex-Watershed				
Requisitioned 11/4/40					
.....	JESBURN	.....	.....	17	Water carrier (1944).
Purchased 19/4/40					
.....	ACRASIA	Beliard & Crighton (Oostende)	Humboldt Deutzmotoren (Köln)	31	Harbour service; sold 18/12/46.
	ex-Moed en Werk, ex-Jean-Antoine, ex-Belle-Teste, ex-Annie Madeleine				
Purchased ..5/40					
.....	GUIDE ME	.....	.....		Harbour service; sold ..8/44.
Requisitioned ..5/40					
.....	NEWLAND	Cochrane (Selby)	C D Holmes (Hull)	 1.03	Returned unsuitable ..6/40.
	ex-Naos, ex-Newland				
Purchased 15/5/40					
.....	FIDELIA	.....	.....	.....91	Harbour service; bombed German aircraft Lowestoft 5/5/41.
Requisitioned 15/5/40					
.....	KILMANY	.....	.....	.....25	Harbour service; returned ..7/45.
Requisitioned 19/5/40					
FY.961	EXCHEQUER			14	Harbour service; returned 12/4/45.
Requisitioned 20/5/40					
.....	GIRL LIZZIE	Richards Ironworks (Lowestoft)	.....	22.10.18	Harbour service; returned 8/7/46.
	ex-Hailstorm				
Requisitioned 22/5/40					
.....	FEAR NOT	.....	.....	.....08	Harbour service; returned 31/10/45.
.....	FLOWER	.....	.....	.....07	Harbour service; returned 16/2/46.
Requisitioned 1/6/40					
.....	CYRIEL VER-SCHAEVE	.....	.....	.....36	Harbour service; returned 19/8/45.
.....	MAGGIE GAULT	.....	.....	.....10	Harbour service; returned 28/4/45.
Requisitioned ..6/40					
4.228	DE DRIE GEZUS-TERS	.....	.....	.....12	Harbour service; returned ..../45.
.....	DE HEILIGE FAMILIE	.....	.....	.....36	Harbour service; returned 17/9/45.
Requisitioned 4/6/40					
.....	ELYSIAN DAWN	.....	.....	.....09	Harbour service; returned 20/3/46.
Requisitioned 16/6/40					
.....	GOLDEN CHANCE	.....	.....	.....14	Harbour service; returned ..8/46.
Requisitioned 23/6/40					
.....	FOIL	.....	.....	.....35	Harbour service; returned ..12/45.
	ex-Uberus				
Requisitioned 28/6/40					
4.268	BEATRIX ADRIENNES	.....	.....	.....31	Harbour service; returned 12/9/45.
.....	JONGE JAN	.....	.....	.....31	Harbour service; returned 30/11/45.
Requisitioned ..7/40					
.....	ANNA LEOPOLD	.....	.....	.....36	Harbour service; returned 14/11/45.
	ex-Blue Tit, ex-Anna Leopold				
Requisitioned 3/7/40					
.....	HALLMARK	.....	.....	.....06	Harbour service; returned ..../44.
.....	JOHN WATT	.....	.....	.....11	Harbour service; returned 11/2/46.
.....	MEMELINC	I S Figee (Vlaardingen)	Sulzer (Winterthur)	32	Harbour service; returned 1/10/45.

Seized 3/7/40					
.....	ECHO	.....	.....	.....37	Harbour service, RESOUND (1940); returned 19/6/46.
.....	JEAN RIBAULT	Beliard Crighton (Oostende)	Humboldt Deutzmotoren (Köln)	36	Harbour service; returned .././45.
Requisitioned 4/7/40					
.....	BREME	.....	.....	.....10	Harbour service; returned 24/12/45.
Requisitioned 11/7/40					
.....	BRAES O' BUCKIE	.....	.....	.....10	Water carrier (19..).
Requisitioned 12/7/40					
.....	HEATHERY BRAE	.....	.....	.....10	Harbour service; returned 12/6/46.
Requisitioned 30/8/40					
.....	CHARLES DENISE	.....	.....	.....35	Harbour service; returned 9/11/45.
Requisitioned ../9/40					
.....	JØKUL	A M Liaaen (Aalesund)	Atlas (Stockholm)	37	Harbour service; returned 25/7/45.
Requisitioned 4/9/40					
.....	CONFIANCE	.....	.....	.....30	Harbour service; returned 21/9/45.
Requisitioned 5/9/40					
.....	GIRL ENA	.....	.....	.....07	Harbour service; returned 10/9/45.
Requisitioned 13/9/40					
.....	JEANNE-MARIA	Beliard Crighton (Oostende)	Humboldt Deutzmotoren (Köln)	37	Harbour service; returned 18/9/45.
Requisitioned 14/9/40					
.....	DEWY ROSE	.....	.....	.....15	Harbour service; returned 8/1/46.
Requisitioned ../10/40					
.....	FORESIGHT	.....	.....	.....11	Harbour service; returned 4/6/46.
.....	KORALEN I	Lars Brastad	.....	.....35	Harbour service, USN (1942/43); returned 25/7/45.
Requisitioned 8/10/40					
.....	HUBERTINE MADELEINE	Jos Boel (Tamise)	Deutz (Köln)	31	Harbour service; returned 1/9/45.
Requisitioned 9/10/42					
4.284	MONTE CARLO	.....	.....	.....31	Harbour service; returned ../10/45.
Requisitioned 10/10/40					
4.09	HEKTOR FRANS	.....	.....	.....38	Harbour service; returned 29/10/45.
Requisitioned 20/10/40					
.....	HARRY EASTICK	Yare Dry Dock (Great Yarmouth)	Carver (Great Yarmouth)	26	Harbour service; returned 11/12/45.
Requisitioned 21/10/40					
.....	GOLDEN WEST	.....	.....	.....14	Harbour service; returned 17/5/46.
Requisitioned 24/10/40					
.....	FISHER QUEEN	.....	.....	.....16	Harbour service, RASC (1943/46); returned ../9/46.
Requisitioned 8/11/40					
.....	ANIMATE	.....	.....	.....17	Harbour service; returned 27/4/46.
Requisitioned 31/12/40					
.....	COMFORT (ii)	.....	.....	.....05	Harbour service; returned 24/6/46.
Requisitioned .././41					
.....	AIK LAM	.....	.....	.....41	Repair ship (1944).
.....	AL HATHERA ex-Kilfarn	Bow McLachlan (Paisley)	Bow McLachlan (Paisley)	12.27	Returned .././45.
.....	ALLENWOOD	.....	.....	.....20	RAN; returned .././45.
.....	ANDROMEDA	.....	.....	.....10	Bombed German aircraft Valletta 18/4/42 & wreck scrapped ../7/43.
.....	ANSAY	.....	.....	.....	Returned .././45.
Requisitioned ../1/41					
.....	HONEYDEW (ii)	.....	.....	.....03	Harbour service; lost cause unknown Scapa Flow area 9/11/42.
.....	MELODY	.....	.....	.....03	Harbour service; returned ../1/46.
Requisitioned 16/1/41					
.....	NYKEN	N Skandfer (Kulstadsjöen)	.....	.....20	Harbour service; lost cause unknown off west coast of Scotland 10/12/41 & written-off as constructive total loss.
Requisitioned 10/3/41					
.....	FERTILITY (ii)	.....	.....	.....33	Harbour service; returned .././44.
Requisitioned ../5/41					
.....	ANZANIA	.....	.....	.....	Returned .././44.
Requisitioned 21/5/41					
.....	NUEVO CALDAS	C Velo de la Vina (Vigo)	Talleres de la Transmediterranean (Valencia)	30	Harbour service; returned 25/2/46.
.....	NUEVO MATARO ex-Mataro	-do-	-do-	30	Harbour service; returned 25/2/46.

Requisitioned 1/7/41					
.....	NORFORD	.....	.....	.....14	Harbour service; lost cause & place unknown 7/3/46.
	SUFFLING				
Purchased ../8/41					
.....	EVENING STAR	.....	.....	.....07	Harbour service; sold ../6/44.
Requisitioned ../8/41					
.....	DAWNAWAY	.....	.....	.....07	Harbour service; sold ../6/44.
Requisitioned 10/8/41					
.....	DAISY (ii)	.....	.....	.....	Harbour service; sold ../6/44.
Requisitioned .././42					
.....	ALCIS	.....	.....	.....	Returned .././45.
.....	BREEZE	.....	.....	.....33	RNZN; returned .././45.
.....	GENERAL FOCH	Montrose Shipbuilding	Beardmore (Dalmuir)	16	Harbour service; returned .././47.
Requisitioned 1/1/42					
.....	BRAE FLETT	.....	.....	.....02	Harbour service; lost cause unknown Clyde area 22/9/43.
Requisitioned 12/10/42					
.....	LIZZIE FLEET	.....	.....	.....11	Harbour service; returned 26/4/43.
Requisitioned 20/10/42					
.....	CLOUDARCH	Colby (Lowestoft)	.....	8. 8.20	Harbour service; returned 26/6/43.
	ex- <i>Twinkle</i>				
Purchased 7/5/43					
.....	ENDSLEIGH	J S Watson (Gainsborough)	Kromhout (Amsterdam)	38	Experimental vessel; sold 27/11/63.
Requisitioned 14/11/43					
4.448	IBIS II	Beliard Crichton (Oostende)	van den Kerchoven & Carels (Ghent)	37	Esso (1944).
	ex- <i>Ibis</i>				
Requisitioned 8/12/43					
4.449	MARIE JOSÉ ROSETTE	Beliard Crichton (Oostende)	Humboldt Deutzmotoren (Köln)	36	Esso (1944).
Requisitioned 1/4/44					
4.427	ERIDANUS	.....	.....	.....05	Returned 3/11/44.
	ex- <i>Pelican</i>				
Requisitioned 12/12/44					
.....	ANNE MARIE	.....	.....	.....36	Harbour service; returned 20/6/45.

Dummy Warships

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../9/39					
.....	PAKEHA	.....	.....	.....	Dummy battleship REVENGE; returned ../6/41.
.....	WAIMANA	.....	.....	.....	Dummy battleship RESOLUTION; returned ../2/42, mercantile <i>Empire Waimana</i> (1942).
Requisitioned 7/9/39					
.....	MAMARI	.....	.....	.....	Dummy aircraft carrier HERMES; torpedoed German submarine U.73 North Atlantic 4/6/41.

Blockships

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../11/39					
.....	GONDOLIER	J & G Thomson (Glasgow)	 (1)	66	Expended as blockship Scapa Flow 25/3/40.
Purchased .././40					
.....	UMVOTI	Barclay Curle (Whiteinch)	Barclay Curle (Whiteinch)	11.03	Expended as blockship location unknown 29/7/40; salvaged & sold T W Ward .././43, arrived Folkestone .././43 for scrapping.
	ex- <i>Comrie Castle</i>				
Requisitioned 14/7/40					
.....	OCEAN GIFT	.....	.....	.....07	Water carrier (19..).
Purchased ../2/44					
.....	EMPIRE MOORHEN	Columbia River Shipbuilding (Portland)	General Electric (Schenectady)	 4.19	Expended as blockship Normandie beaches 9/6/44; salvaged & scrapped Troon../7/47.
	ex- <i>West Totant</i>				
.....	EMPIRE WATERHEN	O Daniels (Tampa)	Hardy Tyne (Birmingham)	20	Expended as blockship Normandie beaches 9/6/44; salvaged & scrapped Penarth ../6/48.
	ex- <i>Manatee</i>				

(1) Machinery & paddles removed.

De-gaussing Vessels

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 7/12/39					
FY.1988	BRACKENDALE	.....	.....	.....16	Returned 24/7/46.
Requisitioned 6/3/40					
.....	SILVERCLAD	.....	.....	.....92	Returned 21/9/45.
Requisitioned 23/3/40					
	ACQUISITION	.....	.....	.....13	Returned 23/10/43.
Requisitioned 1/4/40					
	AMIABLE	.....	.....	.....10	Returned 11/2/46.
	ENTERPRISING	.....	.....	.....14	Returned .././47.
Requisitioned ../5/40					
FY.1659	MARY J MASSON	.....	.....	.....13	Returned ../10/46.
Requisitioned 11/5/40					
.....	FISHER GIRL	.....	.....	.....13	Bombed German aircraft off Falmouth 25/11/41.
Requisitioned 14/5/40					
.....	CABOT	.....	.....	.....11	BOUNTIFUL (1941), BOUNTEOUS (1943); returned ../6/45.
	ex-Bountiful				
Requisitioned 16/5/40					
FY.1651	OCEAN PIONEER	.....	.....	.....15	Returned 24/5/46.
Requisitioned 17/5/40					
FY.290	CONTRIVE	.....	.....	.....11	Returned 31/5/46.
FY.273	EASTERN DAWN			08	Paid-off ../8/43.
FY.1655					
Requisitioned 18/5/40					
FY.1661	DICK WHITTING- TON	.....	.....	.....13	Returned 18/10/45.
Requisitioned 19/5/40					
FY.284	ABIDING STAR	.....	.....	.....17	Returned 3/8/46.
Requisitioned ../6/40					
.....	VICTORIA II	.....	.....	.....	For disposal ../7/46; scrapped .././55.
Seized 3/7/40					
.....	PEUPLIER	.....	.....	.....18	Dockyard tug (194.).
Requisitioned 11/8/40					
.....	LILIUM	.....	.....	.....13	Returned .././46.
Requisitioned 8/10/40					
.....	MATHILDE SIM- ONNE	.....	.....	.....31	Returned 30/12/46.
Requisitioned ../11/40					
.....	CREOLE (ii)	.....	.....	.....27	MAGIC CIRCLE (1941); returned .././46.
Requisitioned ../12/41					
.....	FAWN (ii)	.....	.....	.....97	Returned .././45.

RDF Calibrating Vessels

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
FY.092	NAUTILUS (ii)	H C Stülcken (Hamburg)	H C Stülcken (Hamburg)	13	RIN, RDF calibrating ship (1943); returned .././46.
Purchased .././42					
4.60	HINIESTA	.....	.....	.....02	Sold 10/1/46.

Decontamination Vessels

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../9/40					
.....	FAIR MAID	S McKnight (Ayr)	Rankin & Blackmore (Greenock) (1)	86	Returned .././45 & scrapped Troon.
	ex-Isle of Skye, ex-Madge Wildfire				

(1) Re-engined 1891 & re-boilered 1928.

Tenders

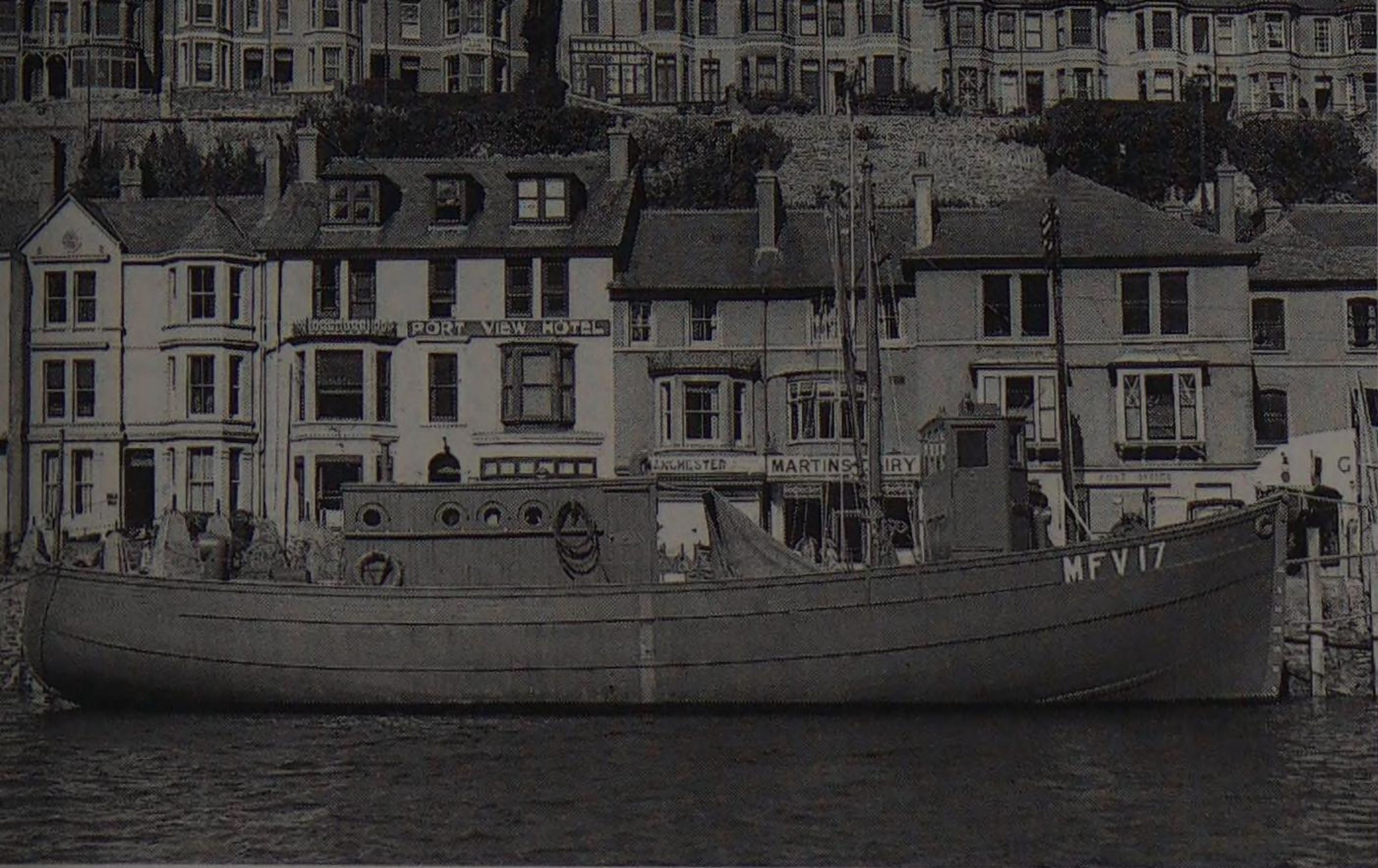
Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 29/8/39					
	DUTHIES (2)	.....	.....	.....14	Bombed German aircraft Montrose 25/10/40.
Requisitioned ../9/39					
FY.007	CUTTY SARK (1)	.....	.....	.....20	Returned .././46.
FY.032	WARRIOR II (1) <i>ex-Warrior</i>	.....	.....	.....04	Bombed German aircraft off Portland 11/7/40.
Requisitioned 2/10/39					
FY.749	BENACHIE	.....	.....	.....19	Returned 31/8/46.
Requisitioned 3/10/39					
.....	EXCEL IV (2)	.....	.....	.....19	TRV (19..).
Requisitioned 27/11/39					
FY.819	LEONORA (2)	Cochrane (Selby)	Great Central Co-op Engineer- ing & Shiprepairing (Grimsby)	 6.04	Returned .././46.
Requisitioned 2/12/39					
	DUNDARG (4) <i>ex-Leonard Boyle, ex-Distance</i>	J Chambers (Oulton Broad)	.....	20. 1.20	Returned 10/12/45.
Requisitioned 9/12/39					
FY.591	GREEN PAS- TURES <i>ex-Midnight Sun</i>	G Innes (Macduff)	.....	1. 4.20	Returned 21/12/45.
Requisitioned ../1/40					
4.286	ANNE (1)	.....	.....	.....25	Sold .././46.
	EASTER ROSE (1)	.....	.....	.....14	Returned 13/4/45.
Requisitioned 4/1/40					
.....	NORLAN (4)	.....	.....	.....14	Returned ../12/45.
Seized ../5/40					
.....	LAESÖ (4)	Frederikshavns Vaerft	Frederikshavns Vaerft	28	Returned 3/4/46.
Requisitioned 31/5/40					
.....	GLACIER <i>ex-Magnolia, ex-King Frederik III, ex-Kong Frederik III</i>	Cook, Welton & Gemmell (Beverley)	Great Central Co-op Engineer- ing & Shiprepairing (Grimsby)	 8.09	Returned 28/6/44.
Requisitioned 16/6/40					
	ANIMATION (2)	.....	.....	.....25	Returned ../11/45.
Seized 3/7/40					
.....	LA SALICOQUE (2)	.....	.....	.....	Returned 2/5/46.
Requisitioned 10/7/40					
.....	GULL (5)	.....	.....	.....29	Returned 30/1/46.
Requisitioned 17/10/40					
4.300	GABRIELLE DENISE	.....	.....	.....10	Returned 23/12/45.
Requisitioned ../12/40					
.....	VIVACITY (5)	.....	.....	.....10	Returned 23/8/45.
Purchased 4/11/41					
	CLARA SUTTON (4)	.....	.....	.....17	Sold ../2/42.
Requisitioned 24/6/42					
.....	GIPPSLAND	P Tierney (Paynesville)	Buchanan Brock (Melbourne)	08	RAN; sold ../11/46.
Purchased ../3/44					
FY.017	MAID MARION (2)	.....	.....	.....38	Depot ship (1945).

(1) For submarines (2) For FAA (3) For diving (4) For boom defence vessels (5) For base ships

Motor Fishing Vessels

To meet the considerable demands for small tenders to transport stores and personnel in estuarial waters, anchorages, harbours, etc. a general purpose craft was conceived in 1941 based on the well-proven, robust and seaworthy motor fishing vessel (MFV). In selecting this design the Admiralty was aware

that there would be a ready post-war market for these craft, and in this assumption they were proved correct.
The first design was for a 61½ft MFV similar to the commercial seine netter, and was followed by a smaller 45ft craft based on the commercial ring



Above: Assuming that the number painted-up is correct, *MFV.17* was of non-standard design with a detached wheelhouse; whereas all the other craft built by F. Curtis adhered to the Admiralty design. (IWM)

netter. These were followed by the larger 69¼ft and 90ft craft to secure a wider endurance; and the design for the latter was drafted by Richards Iron-works. All were of flush-decked wood construction, with marked sheer forward and aft; and had a single hold forward.

In addition, a number of small craft that were requisitioned earlier in the war for service as tenders were allocated MFV numbers later in 1942; while some larger coastal transports were acquired from the USA under Lease/Lend in 1943.

Admiralty type: Nos. 1/424, 435/467.

Displacement: 50 tons.
Dimensions: 61½ (pp)/64½ (oa) × 17¾ × 10d/4¼F 7A feet.
Machinery: One shaft, Kelvin ...cyl (bore ...in × ...in stroke) diesel engine BHP 88 = 8½ knots or Gray ...cyl (bore ...in × ...in stroke) diesel engine BHP 106 = 8¾ knots or Blackstone ...cyl (bore ...in × ...in stroke) BHP 120 = 9 knots or Widdop ...cyl (bore ...in × ...in stroke) diesel engine BHP 120 = 9 knots.
Bunkers & radius: O.F. 444/500 gallons, 100nm @ 8¾/9k.
Armament: One ·303in AA machine gun.
Complement: 6.

Untraced 61½ft MFV conversions:

- Ammaryllys* (1946) (.....) C .././46
- Bluefinn* (1948) South Coast Co-op (Nowra) C .././45
- Daya* (1948) Misplon (Cape Town) C .././45
- Elsie B J Hayes* (Sydney) C .././45
- Hin Joo* (1949) (.....) C .././..
- Kang Aun Chong Kee* (1949) (.....) C .././..
- Karuna* (1947) Misplon (Cape Town) C .././44
- Lei-Lani* (1971) K C McLeod (Ulladulla) C .././44
- Neelun* (1948) Misplon (Cape Town) C .././44
- Pelican Queen* (1952) Misplon (Cape Town) C .././46
- Pimco* (1958) Slazenger (Newcastle) C .././..
- Prema* (1948) Misplon (Cape Town) C .././45
- Sarie Marais* (1945) Misplon (Cape Town) C .././45
- Shanti* (1947) Misplon (Cape Town) C .././45
- Shirokko* (19...) (.....) C .././..
- Shuen Hing* (1960) (.....) C .././..
- Sona* Misplon (Cape Town) C .././45
- Sunfish* (1954) Misplon (Cape Town) C .././47
- Western Isles* (19...) Philips Anderson (Granton) C?
- Winhan* (1961) (.....) C .././..

Mercantile “TL” type: Nos. 425/434.

Displacement: 60 tons.
Dimensions: 61½ (pp)/66 (oa) × 17½/18½ ×d/6F/8A feet.
Machinery: One shaft, Buda ...cyl (bore ...in × ...in stroke) or National Superior ...cyl (bore ...in × ...in stroke) diesel engine BHP 60 = 10 knots.
Bunkers & radius: O.F. gallons,nm @ ...k.
Armament: One 20mm AA gun.
Complement: 7.

Mercantile type: Nos. 501/520.

These craft—mainly of Japanese origin—were seized in Canada after the Japanese entry into the war, and were acquired by the Royal Navy in 1942.

Admiralty type: Nos. 601/999, 3001/3003.

Displacement: 28½ tons.
Dimensions: 45 (pp)/49¾ (oa) × 15¼/16¼ × 8½d/3¼F/5¼A feet.
Machinery: One shaft Atlantic ...cyl (bore ...in × ...in stroke) or Chrysler ...cyl (bore ...in × ...in stroke) petrol engine BHP 60 = 7½ knots.
Bunkers & radius: Petrol 142/300 gallons, 300/500nm @ 7½k.
Armament: One ·303in AA machine gun.
Complement: 4.

Untraced 45ft MFVs:

- Aboyne Castle* (1949)
- Bertenia* (19...)
- Bijoya* (1949)
- Diamond Jubilee* (1946)
- Griffon I* (1948)
- Happy Dragon* (19...)
- Kaskazi* (1952)
- Lam Mong* (1966)
- Ling Hong* (19...)
- Lucy B* (1948)
- Mee Meo* (19...)
- Menika* (1949)
- Patoni* (1950)
- Prada* (19...)
- Safari* (1960)
- Sheppey Queen* (1948)
- Umande* (1954)

Admiralty type: Nos. 1000/1253.

Displacement: 114 tons gross.
Dimensions: 69¼ (pp)/75½ (oa) × 19¾ × 12d/5½F/9½A feet.
Machinery: One shaft, Lister ...cyl (bore ...in × ...in stroke) diesel engine BHP 160 = 8½ knots.
Bunkers & radius: O.F. 12 tons, 1,700/2,800nm @ 8½k.
Armament: One 20mm AA gun.
Complement: 9.

Untraced 75ft MFVs:

- Cayuse* (1952)
- Hoi Fung No. 2* (19...)
- Kang Aun Chong Kee* (1952)
- Koon No. 1* (1947)
- North View* (19...)
- Omonia I* (1961)
- Shantha Durga* (1955)

Southern Cross (1950)
Tai Sing (1952)
Tak Kee (19...)
Varachi (1956)

Admiralty type: Nos. 1500/1607.

Displacement: 200 tons.
Dimensions: 90 (pp)/97¼ (oa) × 22¼ × 12¼d/5½F/11A feet.
Machinery: One shaft, Crossley 4cyl (bore 10½in × 13½in bore) diesel engine BHP 240 = 9¼ knots.
Bunkers & radius: O.F. 23 tons, 2,160/3,600nm @ 9k.
Armament: One 20mm AA gun.
Complement: 11.

Untraced 90ft MFVs:

Hai Pheng (1948)
Hai Seng Hin (19...)
Hai Tong (1945)
Hin Seng (1946)
Honduran (1962)
Jai Hind (1947)
Jaya Bharati (1946)
Kim Heap Huat (1949)
Rosary (1949)
Teck Thong (1949)
Ternan (19...)
Thye Seng (1946)
Tian Tin (1946)
W P Ward (1946)

Mercantile type: Nos. 2013/2014, 2017, 2020/2047.

General purpose type: Nos. 947/978.

Similar to the Royal Navy MFVs, and employed as tenders on various duties. All were of wood construction, and flush-decked, with a small hold forward, and the bridge and deckhouse located in the after half-length; while Nos. 953 and 954 had a short fo’c’sle. Although provision was made in Nos. 947/962 to mount a 20mm AA gun at the aft end of the deckhouse, not all were so fitted. The last ten were all under construction at the close of hostilities, and were all cancelled and scrapped incomplete.

Displacement: 77 tons (109 tons full load).
Dimensions: 71 (pp)/75 (oa) × 18 except *No. 968* 19¼ × ...d/7¼ feet.
Machinery: One shaft, Atlas Imperial ...cyl (bore ...in × ...in stroke) or Blackstone EFV-MG ...cyl (bore ...in × ...in stroke) or Crossley DR 6cyl (bore ...in × ...in stroke) or Ruston & Hornsby VPPM 6cyl (bore ...in × ...in stroke) diesel engine BHP 120/160/150/150 = 8/10 knots.
Bunkers & radius: O.F. 1,200 gallons, 1,120nm @ 7k (Atlas)/900nm @ 9k (Blackstone)/1,040nm @ 8k (Crossley and Ruston & Hornsby).
Armament: One 20mm AA gun (*Nos. 947/958* only).
Complement: 9 (*Nos. 947/50*)/10 (*Nos. 951/959 & 964/965*)/12 (*Nos. 960/963 & 966/968*).

Name	Builder	Completed	Fate
Ordered 19/12/41			
MFV.1	J Sadd (Maldon)	11.42	Scrapped Trincomalee ../3/46.
MFV.2	-do-	 2.43	Scrapped ../../74.
Ordered 20/12/41			
MFV.3	W Reekie (St Mon- ance)	12.42	Scrapped Trincomalee ../3/46.
MFV.4	-do-	 1.43	Mercantile <i>Endeavour</i> (1947).

MFV.5	Norstrand (Grimsby)	 8.42
MFV.6	Jones (Buckie)	 9.42
MFV.7	-do-	 1.43
MFV.8	J & G Forbes (Sand- haven)	12.42
MFV.9	G Overy (Oulton Broad)	 8.42
MFV.10	-do-	10.42
MFV.11	-do-	 1.43
MFV.12	-do-	 2.43
MFV.13	Mashford (Cremyll)	 7.42
MFV.14	-do-	 9.42
MFV.15	-do-	11.42
MFV.16	-do-	12.42

Ordered 22/12/41

MFV.17	F Curtis (Looe)	 6.42
MFV.18	-do-	 7.42
MFV.19	-do-	 8.42
MFV.20	-do-	 8.42

Ordered 22/8/42

MFV.21	Anderson, Rigden & Perkins (Whitstable)	11.42
MFV.22	-do-	 1.43
MFV.23	East Anglian Con- structors (Oulton Broad)	 1.43
MFV.24	-do-	 2.43
MFV.25	-do-	 5.43
MFV.26	-do-	 5.43
MFV.27	F Curtis (Looe)	11.42
MFV.28	-do-	12.42
MFV.29	-do-	11.42
MFV.30	-do-	12.42
MFV.31	-do-	12.42

MFV.32	-do-	12.42
MFV.33	-do-	 3.43
MFV.34	-do-	 1.43

MFV.35	Brooke Marine (Oulton Broad)	27. 1.43
MFV.36	-do-	28. 6.43
MFV.37	-do-	10. 8.43
MFV.38	-do-	6.12.43
MFV.39	-do-	31. 5.44

MFV.40	-do-	7. 4.45
MFV.41	Mashford (Cremyll)	 2.43
MFV.42	-do-	 3.43
MFV.43	-do-	 4.43

Mercantile *Sito* (1956).
Mercantile *Six* (1950), *Akabo* (1952), *Black Nore* (1965), *Ariges* (1971).

Mercantile *Morning Star* (1964), *Tawe* (1965).
Expended as target Lyme Bay 10/11/71.
Mercantile *Girl Nan* (1951), *Star of Promise* (1953).
Mercantile *United Friends* (1949), *Audal* (1950); beached Mombasa ../../63 & abandoned.
Mercantile *Zozo* (1948); sold ../../55.
TANA (1945); sold Kilindini 14/9/46.
RASC (1945); sold Far East ../../48.

RASC (1945); sold Far East ../4/48.

Sold Colombo ../4/48.
AMBROSE (1945); scrapped ../../51.
Sold Mediterranean ../11/46.
Sold Trincomalee ../3/46.

RASC (1943), mercantile *Nan Fisher* (1948), *Boy Peter II* (1959).
RASC (1943), mercantile *Silver Dawn* (1947).
Mercantile *Jennifer Julia* (1950); burnt-out off Gela ../../50.

ROYAL ARTHUR (1950), sold Portsmouth 27/11/63.
Mercantile *Christie* (1965)?
Base ship RICASOLI (1947); foundered off Malta 22/10/53.
Mercantile *St Paul* (1964), *Paul Star* (19..).
Mercantile *Corona* (1949).
Mercantile *Sanu* (1955).
Sold Rosneath 1/4/50.
Mercantile *Porcupine* (1952), *Subterranean* (1953), *Yau Chee* (1954).
SCC (Southampton – 1967).
Mercantile *Epomoo* (1947)
RASC (1943), mercantile *Baabo* (1948); sold ../../51.
Mercantile *Quest* (1950), *Pagan* (1955), SAN CRISTOBAL (1958).
Mercantile *Jombi* (1948).
Foundered in tow en route Gibraltar/UK 15/4/63.
Mercantile *Medley Albacore* (1952); sold ../../60.
RASC (1944/46), mercantile *Coirebhreacain* (1950), *Crimond* (1951).
Sold Shanghai ../9/54.
COLLINGWOOD (1950), mercantile *Saratoga* (1960).
Scrapped Malta ../../47.
Mercantile *Humber Girl* (1972).

MFV.44	-do-	 5.43	Mercantile <i>Ailsa Craig</i> (1948), <i>Misty Mornin</i> (1956).
MFV.45	J Sadd (Maldon)	 6.43	Sold .././75 for mercantile conversion.
MFV.46	-do-	 8.43	RASC (1944); scrapped .././48.
MFV.47	-do-	12.43	French Navy (1944/45), mercantile <i>Sacro Cuore</i> (1947).
MFV.48	-do-	 3.44	Mercantile <i>Padma</i> (1950), seized Italian Customs ../2/55.

Ordered ../4/42

MFV.49	Johnson & Jago (Leigh-on-Sea)	 3.43	Mercantile <i>Many Waters</i> (1960); sold ../10/73.
MFV.50	-do-	 2.43	RASC (1945); sold Singapore <i>ca.</i> .././71.
MFV.51	-do-	 5.43	RASC (1946/62).
MFV.52	-do-	12.43	Mercantile <i>Ann Judith</i> (1966).

Ordered 30/5/42

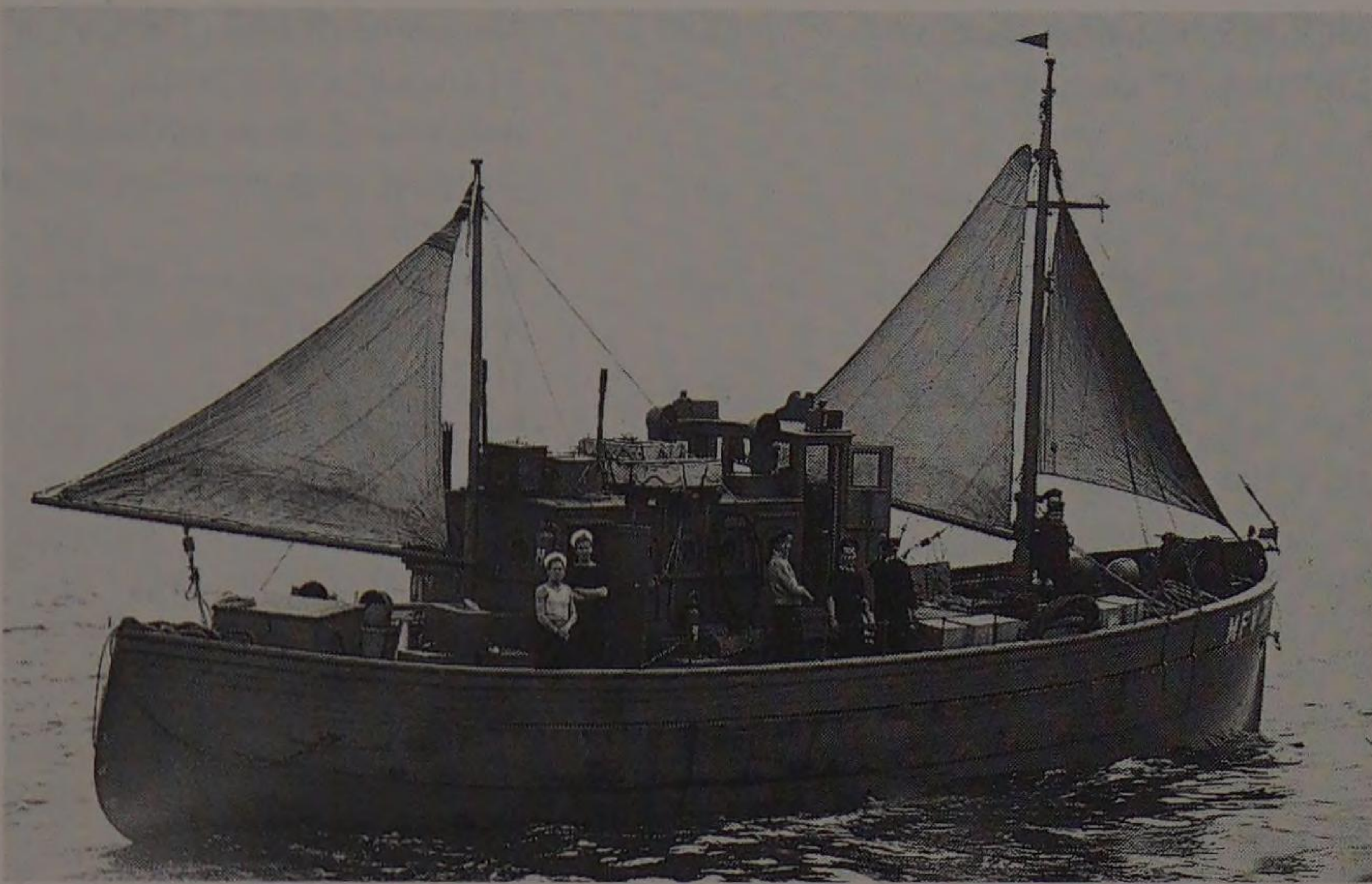
MFV.53	Yorkshire Yacht (Bridlington)	 1.43	COLLINGWOOD (1956); sold 16/10/59.
MFV.54	-do-	 2.43	Mercantile <i>Revelry</i> (1948); scrapped .././60.
MFV.55	-do-	 5.43	Sold Israeli Government ../10/46.
MFV.56	-do-	10.43	Mercantile <i>Fury</i> (1973); lost cause unknown off the Tagus 31/12/56.

Ordered 5/6/42

MFV.57	Anderson, Rigden & Perkins (Whitstable)	 5.43	Mercantile <i>Sipa Fils</i> (1973).
MFV.58	-do-	12.43	Mercantile <i>Benson</i> (1966), <i>Eileen Mary</i> (19..).
MFV.59	Kris Cruisers (Isle- worth)	 2.43	Mercantile <i>Fifty-nine</i> (1949), <i>Santa Kristina</i> (1961); sold .././63.
MFV.60	-do-	 4.43	For disposal .././60.

Ordered 22/10/42

MFV.61	Yorkshire Yacht (Bridlington)	11.43	Mercantile <i>Pendania</i> (1967).
MFV.62	-do-	12.43	SCC (Hull) REVENGE (1961), RNR (Tyne – 1974).
MFV.63	-do-	 2.44	RASC (1944/46).
MFV.64	-do-	 1.44	Sold .././76 for mercantile conversion.
MFV.65	F Curtis (Looe)	 3.43	Sold .././76 for mercantile conversion.
MFV.66	-do-	 2.43	Mercantile <i>Selene</i> (1964).
MFV.67	-do-	 4.43	Sold 10/3/50; wrecked 100nm south of Inderitz 27/10/49.
MFV.68	-do-	 2.43	Mercantile <i>Blue Mist</i> (1965), <i>Plinlimmon</i> (19..).
MFV.69	-do-	 4.43	Mercantile <i>Sea Trader</i> (1959); collision off Morocco 22/7/59.
MFV.70	-do-	 4.43	Foundered en route Castellorizo 27/2/44 after hitting underwater obstruction.
MFV.71	-do-	 4.43	Foundered in tow en route Port Said/Malta 18/1/58.
MFV.72	-do-	 4.43	GOLDFINCH (1947/53), ST ANGELO (1956), mercantile <i>Rossekop</i> (1971).
MFV.73	-do-	 8.43	Sold Tunisian Government 14/6/65.
MFV.74	-do-	11.43	RASC (1943/46), mercantile <i>Sevenfour</i> (1974).
MFV.75	-do-	 8.43	Mercantile <i>Sevro</i> (1947).
MFV.76	-do-	12.43	Mercantile <i>Blue Med</i> (1967).
MFV.77	-do-	12.43	Mercantile <i>Haltonia</i> (1966).
MFV.78	-do-	11.43	RASC (1943/47); sold Greenock 1/6/64.
MFV.79	-do-	12.43	Mercantile <i>Ann of Lonan</i> (1948), RN (1952).
MFV.80	-do-	 1.44	Scrapped ../4/68.



Above: Both MFV.31 (top) and MFV.33 (above) were fitted with sails in order to make a 2,000-mile passage, and the latter was also fitted with W/T. (IWM)

MFV.81	-do-	 1.44	Sold .././76 for mercantile conversion.
MFV.82	-do-	 9.43	Mercantile <i>Eightytwo</i> (1950).
MFV.83	-do-	12.43	Mercantile <i>Conquest III</i> (1971).
MFV.84	-do-	 1.44	Mercantile <i>Annwen</i> (1971).
MFV.85	-do-	12.43	Mercantile <i>Eightyfive</i> (1950), sold .././73.
MFV.86	-do-	12.43	RASC 1944/47); sold Greenock 16/6/65.
MFV.87	-do-	 2.44	RASC (1944/47), mercantile <i>Grey Kelpie</i> (1968).
MFV.88	-do-	 2.44	RASC 1944/47), mercantile <i>Margzan</i> (1973).
MFV.89	Mashford (Cremyll)	 8.43	Sold Geographical Institute 22/10/54.
MFV.90	-do-	 1.44	French Navy (1944/45); sold Bahrain 20/8/56.
MFV.91	-do-	 3.44	Sold Dumbarton 22/4/54.
MFV.92	-do-	 1.44	Condemned ../11/46.
MFV.93	-do-	 2.44	PHOENIX (1949/57), SCC (Bristol – 1973).
MFV.94	-do-	 5.44	Mercantile <i>Verdant</i> (1947); foundered place unknown 30/12/58.
MFV.95 (i)/ 100 (i)	Brooke Marine (Oulton Broad)	.....	Cancelled 10/9/43.
MFV.101	Anderson, Rigden & Perkins (Whitstable)	12.43	Mercantile <i>Brave Approach</i> (1964).
MFV.102	-do-	 2.44	Mercantile <i>Bwana</i> (1948), <i>Karenza</i> (1949).
MFV.103	-do-	 6.44	RASC (1945); sold Far East ../3/48.
MFV.104	-do-	 9.44	For disposal Trincomalee ../3/46.

MFV.105	Jones (Buckie)	 5.43	Mercantile <i>Gevanh</i> (1969).	Ordered 17/12/42		
MFV.106	-do-	 1.44	FLOWERDOWN (1949), mercantile <i>Edeevie</i> (1958); lost unknown cause en route UK/Port of Spain ..../61.	MFV.141	Misplon (Cape Town)	 1.44
				MFV.142	-do-	 1.44
				MFV.143	-do-	 1.44
MFV.107	-do-	 2.44	Mercantile <i>Carol Ann</i> (1963), <i>Athol Brose II</i> (1970), <i>AB II</i> (1971).	MFV.144	-do-	 1.44
				MFV.145	-do-	 1.44
MFV.108	-do-	 4.44	For disposal Trincomalee ..3/46.	MFV.146	-do-	 1.44
MFV.109	G Overy (Oulton Broad)	 5.43	Sold Alexandria 2/11/46.	MFV.147	-do-	 1.44
MFV.110	-do-	12.43	DRYAD (1948/59), RNR (Belfast – 1962), mercantile <i>Tornamona</i> (1966).	MFV.148	-do-	 1.44
				MFV.149	-do-	 2.44
MFV.111	-do-	 4.44	RASC (1945), mercantile <i>Richard & John</i> (1948).	MFV.150	-do-	 2.44
MFV.112	-do-	 6.44	French Navy (1944), RASC (1945/46), mercantile (name unchanged – 1974); for sale ..../76.	Ordered 27/12/42		
				MFV.151	Stanbury (Topsham)	 1.44
MFV.113	J Morris (Fareham)	 1.44	RASC (1944/46), SCC (Swansea) AJAX (1967).	MFV.152	-do-	 5.44
MFV.114	-do-	 1.44	RASC (1944/47), mercantile <i>Largemoor</i> (1964).	MFV.153	-do-	 2.44
MFV.115	-do-	10.43	Sold Southampton 24/2/57.	MFV.154	-do-	 6.44
MFV.116	-do-	11.43	For sale Trincomalee ..5/47.	MFV.155	-do-	 8.44
MFV.117	-do-	12.43	Explosion off Pasha Island 14/10/44.	MFV.156	-do-	10.44
				Ordered 28/12/42		
MFV.118	-do-	 1.44	Burnt-out Portsmouth 5/10/45.	MFV.157	J & Forbes (Sandhaven)	 5.43
MFV.119	J Morris (Gosport)	 2.44		MFV.158	-do-	12.43
MFV.120	J Morris (Fareham)	 2.44	USN (1944); lost cause unknown off Normandie beaches ..../44.	Ordered 27/4/43		
MFV.121	-do-	 3.44	Sold Sydney ..5/49.	MFV.159	Husband's (Marchwood)	 4.44
MFV.122	J Morris (Gosport)	 4.44	USN (1944/46), mercantile <i>Reprap</i> (1949), <i>Shropshire Lass</i> (1973).	MFV.160	-do-	 5.44
				Ordered 26/5/43		
MFV.123	J Morris (Fareham)	 5.44	Mercantile <i>Playfair Girl</i> (1973), beached Gareloch 15/2/74.	MFV.161	F Curtis (Looe)	 9.44
MFV.124	-do-	 5.44	FLOWERDOWN (1957), mercantile <i>White Seahorse</i> (1962), <i>La Balaine</i> (1967); wrecked Telegraph Bay 12/9/69.	MFV.162	-do-	 8.44
				MFV.163	-do-	 7.44
MFV.125	Johnson & Jago (Leigh-on-Sea)	 1.44	Mercantile <i>John Ashley</i> (1952), <i>Louisa Williamson</i> (1958); sold 10/4/59.	MFV.164	-do-	 9.44
MFV.126	-do-	 4.44	Mercantile <i>Fame</i> (1948).	MFV.165	-do-	 9.44
MFV.127	-do-	 8.44	RASC (1944/48), mercantile <i>Joseph Smalley</i> (1949), <i>Atlantic</i> (1954), <i>Velvet Dawn</i> (1966).	MFV.166	-do-	11.44
MFV.128	-do-	 1.45	Mercantile <i>Jolly Fellow</i> (1958), <i>Isabelita</i> (1959), <i>Throughout</i> (1966).	MFV.167	-do-	12.44
MFV.129	Husband's (Marchwood)	12.43	French Navy (1945/46), mercantile <i>Marco Polo</i> (1951); sold Morocco 24/9/53.	MFV.168	-do-	 5.45
MFV.130	-do-	 1.44	Mercantile <i>Edwin Halsall</i> (1947), <i>Golden Acres</i> (1949).	MFV.169	-do-	 1.45
MFV.131	-do-	 1.44	USN (1944); sold 18/9/46.	MFV.170	-do-	 1.45
MFV.132	-do-	11.43	French Navy (1945/46), mercantile <i>San Giuseppe</i> (1952).	MFV.171	-do-	 7.45
MFV.133	-do-	 2.44	Sold Portsmouth 14/5/73.	MFV.172	-do-	 4.45
MFV.134	-do-	 3.44	SCC (Kirkcaldy – 1959), SCC (Stornoway – 1967).	MFV.173	-do-	 3.45
MFV.135	Kris (Isleworth)	12.43	Mercantile <i>Morning Star</i> (1948), <i>San Demetrio</i> (1953), <i>San Diego</i> (1957).	MFV.174	-do-	 8.45
MFV.136	-do-	 2.44	RASC (1973).	MFV.175	-do-	10.45
MFV.137	-do-	 6.44	Mercantile <i>Granny Kempock</i> (1955).	MFV.176	-do-	 4.45
MFV.138	-do-	10.44	Burmese Navy (1947).	MFV.177	-do-	 4.45
MFV.139	-do-	 3.45		MFV.178	-do-	 6.45
MFV.140	-do-	 1.46	RNR (London – 1981); for sale ..8/88.	MFV.179	Philips Anderson (Granton)	 5.44
				MFV.180	-do-	 5.44
				MFV.181	G Overy (Oulton Broad)	 9.44
				MFV.182	-do-	 5.45
				MFV.183	-do-	 7.45
				MFV.184	-do-	 3.46
						Sold Kilindini ..4/46.
						Sold Colombo ..3/46.
						Mercantile (1946).
						Sold Trincomalee ..3/46.
						RIN (1946).
						RIN (1946).
						RIN (1944/47), mercantile <i>Nemir</i> (1951); sold Bahrain 13/2/58.
						RIN (1944/47), mercantile <i>Nemla</i> (1951); sold Iran 24/1/58.
						RIN (1946).
						Sold Trincomalee ..9/46.
						RASC (1944/46), mercantile <i>Joseph DL</i> (1961).
						SCC (Kirkcaldy – 1956/59).
						Mercantile <i>Centurion</i> (1951), <i>Golden Hind</i> (19..).
						Mercantile <i>One Five Four</i> (1950).
						Sold Trincomalee ..7/47.
						Mercantile (1948).
						For sale Cairo ..7/46.
						Mercantile <i>Jlobal</i> (1973).
						RASC (1946); sold ..2/47.
						RASC (1946), YARMOUTH SEAMAN (19..).
						Sold Trincomalee ..9/46.
						Mercantile <i>Maid of Filfla</i> (1951).
						Mercantile <i>One Six Three</i> (1950); wrecked near Fleetwood 13/8/66.
						Sold Singapore 9/1/68.
						Mercantile <i>Diana Moller</i> (1951), <i>Marine Supplier</i> (1955); sold USA ..../55.
						Sold Hong Kong 2/12/47.
						Sold Hong Kong 2/4/48.
						Sold Cochin ..9/46.
						RNethN (1947).
						Sold Dumbarton 23/6/54.
						Sold India 6/2/46.
						Sold Sydney ..9/46.
						RIN (1946).
						RALEIGH (1948), DILIGENCE (1953/59); sold Greenock 26/8/68.
						Mercantile <i>St Cecilia</i> (1955), RN (1955).
						Mercantile <i>Lee On 10</i> (1955).
						Mercantile <i>Rona</i> (1947).
						Mercantile <i>August Moon</i> (19..), <i>Autumn Moon</i> (1973).
						Mercantile <i>Universal Dipchick</i> (1960); wrecked Benliech Beach ..10/61.
						Sold Gosport 17/8/54.
						Sold Hong Kong ..4/48.
						For sale Cochin ..1/47.
						Sold Singapore ..../48.
						QUEENSFERRY (1947/49), mercantile <i>Ellen</i> (1958), <i>Sylvia</i> (19..).

Ordered 24/8/43

MFV.185	Misplon (Cape Town)	 2.44	Scrapped Rangoon ..2/46.
MFV.186	-do-	 6.44	Sold Rangoon ../4/46.
MFV.187	-do-	 5.44	Mercantile <i>Uani I</i> (1948).
MFV.188	-do-	 6.44	Mercantile <i>Doris Davies</i> (1953); lost cause & place unknown 18/3/63 & written-off as constructive total loss.
MFV.189	-do-	 6.44	RNVR (Mauritius - 1947).
MFV.190	-do-	 1.44	Sold Colombo ../9/46.
MFV.191	-do-	 5.44	RIN (1946).
MFV.192 (i)	J Sadd (Maldon)	 8.44	MFV.97 (ii) (1943); sold Portsmouth 22/4/71.
MFV.193 (i)	-do-	 2.45	MFV.98 (ii) (1943); sold Australia ../8/47.
Ordered 2/9/43			
MFV.194 (i)	Yorkshire Yacht (Bridlington)	 5.44	MFV.99 (ii) (1943), ROYAL EDMUND (1945/46), mercantile (1950), <i>Tom Pepper</i> (1976).
MFV.195 (i)	-do-	 7.44	MFV.100 (ii) (1943), RIN (1946).
MFV.196 (i)	Mashford (Cremyll)	 6.44	MFV.95 (ii) (1943), mercantile <i>Leo</i> (1966), <i>Carodelle</i> (1973).
MFV.197 (i)	-do-	 8.44	MFV.96 (ii) (1943).
Ordered 4/10/43			
MFV.198	Mashford (Cremyll)	10.44	Scrapped Rangoon ../3/46.
MFV.199	-do-	 1.45	Sold ../3/46 for mercantile conversion.
MFV.200	Johnson & Jago (Leigh-on-Sea)	 4.45	Sold 6/2/46 for mercantile conversion.
MFV.201	-do-	 8.45	Mercantile <i>Koonawarra</i> (1963).
MFV.202	Yorkshire Yacht (Bridlington)	10.44	For sale Bombay ../3/46.
MFV.203	-do-	 2.45	Sold Hong Kong ../4/48.
MFV.204	Philips Anderson (Granton)	 9.44	Mercantile <i>Karprys</i> (19..).
MFV.205	-do-	 3.45	
MFV.206	Misplon (Cape Town)	 5.44	KONGONI (1944), REAN (1950), MVITA (1957); sold Mombasa 8/7/63.
MFV.207	-do-	 5.44	SIMBA (1945); sold Kilindini ../5/46.
MFV.208	-do-	 6.44	RASC CHUI (1944); wrecked Middle East 9/10/48.
MFV.209	-do-	 7.44	RASC TWIGA (1945); sold Kilindini ../11/46.
MFV.210	-do-	 7.44	RASC NYUMBA (1945), sold ca../..46.
MFV.211	-do-	 7.44	RASC FARASI (1945); sold Kilindini ../5/46.
MFV.212	-do-	 7.44	RASC (1946); sold India ../..47.
MFV.213	-do-	 8.44	RASC (1946); sold India ../..47.
MFV.214	-do-	 8.44	RASC (1946); sold India ../..47.
MFV.215	-do-	 8.44	Mercantile <i>Jalarani</i> (1953).
MFV.216	-do-	 8.44	RASC (1946); sold India ../..47.
MFV.217	-do-	 8.44	Sold India ../..47.
MFV.218	-do-	 8.44	Scrapped Trincomalee ../7/46.
MFV.219	-do-	 8.44	Sold Mandapam 16/9/46.
MFV.220	-do-	 8.44	Burmese Navy (1947).
MFV.221	-do-	 8.44	RASC KURU (1945); sold 28/6/55.
MFV.222	-do-	 8.44	Scrapped Rangoon ../3/46.
MFV.223	-do-	 8.44	Scrapped Singapore ../9/47.
MFV.224	-do-	 8.44	Mercantile <i>Mary Rose</i> (1948).
MFV.225	-do-	 9.44	Sold Singapore 22/9/54.
MFV.226	-do-	10.44	RASC (1945); sold Colombo 16/9/46.
MFV.227	-do-	10.44	RASC (1945); sold ../..46.
MFV.228	-do-	10.44	RASC (1945); sold ../..46.

MFV.229 -do-11.44

Mercantile *Waldorf* (19..), *Wing 4* (19..), *Lee On 11* (19..).**Ordered 29/10/43**

MFV.192	J Morris (Fareham)	6. 7.44	Mercantile <i>Makeri</i> (1946).
(ii)			
MFV.193	-do-	 7.44	RBN (1945/46), mercantile <i>Ulysse</i> (1957).
(ii)			
MFV.194	-do-	 8.44	French Navy (1944), RASC (1945), sold 17/8/48 for mercantile conversion.
(ii)			
MFV.195	-do-	 9.44	Mercantile <i>Borderer</i> (1965), <i>Hamnavoe</i> (1972).
(ii)			
MFV.196	-do-	 9.44	Sold Trincomalee ../2/46.
(ii)			
MFV.197	-do-	 9.44	RNVR (Hong Kong - 1951), mercantile <i>Empress</i> (1953).
(ii)			
Ordered 24/11/43			
MFV.230	Anderson, Rigden & Perkins (Whitstable)	 1.45	Sold 6/2/46 for mercantile conversion.
MFV.231	-do-	 7.45	Mercantile <i>Veldene Maria</i> (1949).
MFV.232	Jones (Buckie)	 7.44	Burnt-out Ceylon ../..46 & written-off as constructive total loss.
MFV.233	-do-	10.44	Sold Trincomalee ../7/46.
MFV.234	-do-	12.44	Sold Trincomalee 8/11/52.
MFV.235	-do-	 4.45	Mercantile <i>Energy</i> (1959).
MFV.236	Husband's (Marchwood)	 2.45	Sold ../3/46 for mercantile conversion.
MFV.237	-do-	10.45	FULMAR (1960); sold Rosyth 10/4/75.
MFV.238	-do-	46	Completed mercantile <i>Madam Sand</i> (1946), <i>North Scarie</i> (1973).
MFV.239	-do-	.....	Cancelled 30/8/45.
MFV.240	-do-	.....	Cancelled 30/8/45.
MFV.241	-do-	.....	Cancelled 30/8/45.
MFV.242	Misplon (Cape Town)	11.44	Mercantile <i>Elephant</i> (1949), <i>Winlung</i> (1951).
MFV.243	-do-	12.44	Sold Sydney ../5/48.
MFV.244	-do-	 5.45	Sold Hong Kong ../4/48.
MFV.245	-do-	 5.45	Sold Hong Kong 11/8/47.
MFV.246	-do-	 5.45	Sold Colombo ../3/46.
MFV.247	-do-	 5.45	Sold Colombo ../3/46.
MFV.248	-do-	 5.45	Sold Portsmouth 31/12/63.
MFV.249	-do-	 5.45	Sold Colombo ../3/46.
MFV.250	-do-	 8.45	Sold Colombo ../5/51.
MFV.251	-do-	 5.45	Mercantile <i>Uani II</i> (1948).
MFV.252	-do-	 6.45	Mercantile <i>Uani III</i> (1948).
MFV.253	-do-	 6.45	Mercantile <i>Uani IV</i> (1948).
MFV.254	-do-	10.44	Sold Trincomalee ../4/58.
MFV.255	-do-	10.44	Singhalese Navy (1958).
MFV.256	-do-	10.44	
MFV.257	-do-	11.44	Sold ../..46 for mercantile conversion.
MFV.258	-do-	11.44	Sold ../4/46 for mercantile conversion.
MFV.259	-do-	12.44	Sold ../4/46 for mercantile conversion.
MFV.260	-do-	 2.45	Sold Colombo ../4/47.
MFV.261	-do-	 2.45	Sold Colombo ../4/47.
MFV.262	-do-	 3.45	Sold ../4/46 for mercantile conversion.
MFV.263	-do-	 3.45	Sold Colombo ../4/47.
MFV.264	-do-	 4.45	Sold Colombo ../3/46.
MFV.265	-do-	 4.45	Sold Colombo ../3/46.
Ordered 19/4/44			
MFV.266	Stanbury (Topsham)	 2.45	Sold ../2/46 for mercantile conversion.
MFV.267	-do-	 7.45	Sold Cochin ../9/46.

MFV.268	-do-	10.45	Mercantile <i>William Herdman</i> (1948), <i>Mystic Glow</i> (1967).	Ordered 28/11/44			
MFV.269	-do-	48	Completed mercantile <i>Marele</i> (1948), <i>Coreopsis</i> (1961).	MFV.313	Johnson & Jago (Leigh-on-Sea)	 2.46	Mercantile <i>Seaflower</i> (1947); sold Gambia ../11/59.
Ordered 11/5/44				MFV.314	-do-	.....	Cancelled ../9/45.
MFV.270	Philips Anderson (Granton)	 8.45	Sold Gosport 5/6/57.	MFV.315	Morgan Giles (Teignmouth)	11.45	Mercantile <i>Dawning</i> (1946), <i>Orient</i> (1951), <i>Golden Sheaf</i> (1952).
MFV.271	-do-	12.45	Mercantile <i>Ingolaine</i> (1959).	MFV.316	-do-	46	Completed mercantile <i>Bluebell</i> (1946).
MFV.272	-do-	.....	Cancelled 30/8/45.	MFV.317	G Overy (Oulton Broad)	47	Completed mercantile <i>Bolero</i> (1947), <i>Charles Leake II</i> (1954).
MFV.273	-do-	.....	Cancelled 30/8/45.	MFV.318	-do-	.....	Cancelled 30/8/45.
MFV.274	Mashford (Cremyll)	 3.45	Sold 18/4/46 for mercantile conversion.	MFV.319/322	Camper & Nicholson (Gosport)	.....	Cancelled 30/8/45.
MFV.275	-do-	 7.45	For sale Cochin ../9/46.	MFV.323	Jones (Buckie)	 6.45	Sold Gibraltar ../../71.
MFV.276	Yorkshire Yacht (Bridlington)	 4.45	Sold Singapore ../9/47.	MFV.324	-do-	10.45	Mercantile <i>Craigowan</i> (1949), <i>Isleman</i> (1960).
MFV.277	-do-	 7.45	For sale Cochin ../9/46.	MFV.325	Brooke Marine (Lowestoft)	 1.46	Mercantile <i>Nyroca B</i> (1961), <i>Pentland Firth</i> (1975).
MFV.278	-do-	10.45	FULMAR (1955/60), RNR (Forth – 1971), mercantile <i>Sans Peur</i> (19..).	MFV.326	-do-	12.45	Mercantile <i>Attain</i> (1946), <i>Marguerite</i> (1975).
MFV.279	-do-	.....	Cancelled 30/8/45.	MFV.327	Sittingbourne Ship-building	 1.46	Mercantile <i>Girl Margaret</i> (1948), <i>Responsive</i> (1953).
Ordered 22/7/44				MFV.328	-do-	48	Completed mercantile <i>Sula</i> (1948), <i>Our Sheba</i> (1973).
MFV.280	J Morris (Fareham)	12.44	Sold Hong Kong ../4/48.	MFV.329	Misplon (Cape Town)	10.45	Sold ../1/51 for mercantile conversion.
MFV.281	-do-	 2.45	Sold Bombay ../3/46.	MFV.330	-do-	45	Mercantile <i>Uani V</i> (1948).
Ordered 25/8/44				MFV.331	-do-	45	Mercantile <i>Subsea Endeavour</i> (1952); foundered place unknown ../../53.
MFV.282	J Sadd (Maldon)	 7.45	Sold ../2/46 for mercantile conversion.	MFV.332	-do-	45	Mercantile <i>Atlanta Cape</i> (1952).
MFV.283	Anderson, Rigden & Perkins (Whitstable)	12.45	FULMAR (1947/54), mercantile <i>Sharon's Rose</i> (1966), <i>Millburn</i> (1973).	MFV.333	-do-	 6.46	Mercantile <i>Uani VI</i> (1948).
MFV.284	-do-	45	Cancelled ../../.. & sold	MFV.334	-do-	 8.46	Mercantile <i>Uani VII</i> (1948).
MFV.285	F Curtis (Looe)	 5.45	Sold Cochin ca../../47.	MFV.335	-do-	 8.46	Mercantile <i>Uani VIII</i> (1948).
MFV.286	-do-	 7.45	Scuttled off Singapore ../9/47.	MFV.336	-do-	 8.46	Mercantile <i>Uani IX</i> (1948).
MFV.287	-do-	 9.45	Sold Pembroke Dock 3/5/51.	MFV.337	-do-	 8.46	Mercantile <i>Uani X</i> (1948).
MFV.288	-do-	11.45	Mercantile (name unchanged – 1966).	MFV.338	-do-	 8.46	Mercantile <i>Uani XI</i> (1948).
MFV.289	-do-	 9.45		MFV.339/342	-do-	.....	Cancelled ../../46.
MFV.290	-do-	47	Completed mercantile <i>Lady Iris</i> (1947).	MFV.343	-do-	 8.46	Mercantile <i>Uani XII</i> (1948).
MFV.291	-do-	11.45	Mercantile <i>Polean</i> (1949), <i>Radiant Horn</i> (1951), <i>Children's Friend</i> (1956); scrapped ../../58.	MFV.344	-do-	 8.46	Sold 31/3/52 for mercantile conversion.
MFV.292	-do-	.....	Completed mercantile <i>Absit Omen</i> (19..).	MFV.345	-do-	 9.46	Sold Bermuda ../../51.
MFV.293	-do-	47	Completed mercantile <i>Kestrel</i> (1947), <i>Grey Kestrel</i> (1966), <i>Kestrel</i> (1972).	MFV.346	-do-	 9.46	Sold Bermuda ../7/50.
MFV.294	Mashford (Cremyll)	10.45	Mercantile <i>Ploughboy</i> (1948), <i>San Patricia</i> (1962).	MFV.347/348	-do-	.....	Cancelled ../../45.
MFV.295	-do-	47	Completed mercantile <i>Hopeful Venture</i> (1949).	Ordered 18/1/45			
MFV.296	-do-	.....	Cancelled ../../45.	MFV.349	Neptune Engineering (Sydney)	.....	Cancelled 6/12/45.
MFV.297	Yorkshire Yacht (Bridlington)	.....	Cancelled 30/8/45.	MFV.350/352	W Ryan (Taree)	.....	Cancelled 6/12/45.
Ordered 31/8/44				MFV.353/354	F N Mann (Melbourne)	.....	Cancelled 6/12/45.
MFV.298	Philips Anderson (Granton)	.....	Cancelled 30/8/45.	MFV.355	Higgs (Geelong)	.....	Cancelled 6/12/45.
Ordered 13/10/44				MFV.356	Morison (Melbourne)	.....	Cancelled 6/12/45.
MFV.299	Hancocks (Pembroke Dock)	 8.45	Sold 2/4/51 for mercantile conversion.	MFV.357	Savage (Williamstown)	.....	Cancelled 6/12/45.
MFV.300	-do-	.....	Cancelled ../../45.	MFV.358	Myttons (Melbourne)	.....	Cancelled 6/12/45.
MFV.301	Camper & Nicholson (Gosport)	11.45	Sold Rosyth 28/9/64.	MFV.359/361	Adams Clayton (Sydney)	.....	Cancelled 6/12/45.
MFV.302	-do-	 2.46	Mercantile (1957), <i>Blackshark</i> (1966).	MFV.362/363	Ford (Sydney)	.....	Cancelled 6/12/45.
MFV.303	-do-	47	Completed mercantile <i>Dulcie</i> (1947).	MFV.364/366	Hayes (Sydney)	.....	Cancelled 6/12/45.
MFV.304/306	-do-	.....	Cancelled 30/8/45.	MFV.367/368	Slazenger (Sydney)	.....	Cancelled 6/12/45.
MFV.307	A M Dickie (Bangor)	 2.46	Mercantile <i>Loch Nagar</i> (1950), <i>Shikari II</i> (19..).	MFV.369/370	McLeod (Ulladulla)	.....	Cancelled 6/12/45.
MFV.308/312	-do-	.....	Cancelled 30/8/45.				

MFV.371	Neptune Engineering (Sydney)	.....	Cancelled 6/12/45.	MFV.429	McLeod (Ulladulla)	 4.46	For sale Sydney .././47.
MFV.372	W Ryan (Taree)	.....	Cancelled 6/12/45.	MFV.430	Willmott (Fremantle)	46	Completed mercantile <i>Nord-Star</i> (1946).
MFV.373/375	Slazenger (Sydney)	.....	Cancelled 6/12/45.	MFV.431	-do-	46	Completed mercantile <i>Wandoo</i> (1946).
MFV.376/378	South Coast Co-operative (Nowra)	.....	Cancelled 6/12/45.	MFV.432	Bunnings & Millar (Perth)	46	Completed mercantile <i>Eureka II</i> (1946).
MFV.379/380	South Coast Co-operative (Moruya)	.....	Cancelled 6/12/45.	MFV.433	Botterill & Fraser (Melbourne)	46	For sale Melbourne .././47.
MFV.381/382	Woodgate (Sydney)	.....	Cancelled 6/12/45.	MFV.434	Morissin (Melbourne)	46	For sale Melbourne .././47.
MFV.383/384	N Wright (Bulimba)	.....	Cancelled 6/12/45.	Ordered 10/3/45			
MFV.385	Botterill & Fraser (Melbourne)	.....	Cancelled 6/12/45.	MFV.435	J Bolson (Poole)	12.45	Mercantile <i>Brutus</i> (1963), <i>Opportune Star</i> (1964); foundered after fire off Panama 21/6/75.
MFV.386/387	Higgs (Geelong)	.....	Cancelled 6/12/45.	MFV.436	-do-	 2.46	MARS (1950/54), mercantile <i>Courageous</i> (1969).
MFV.388/390	Morrison (Melbourne)	.....	Cancelled 6/12/45.	MFV.437	-do-	46	Completed mercantile <i>Irene Julia</i> (1946), <i>Loch Toscaig</i> (1955).
MFV.391	Botterill & Fraser (Melbourne)	.....	Cancelled 6/12/45.	MFV.438	-do-	46	Completed mercantile <i>Floreast</i> (1946), <i>Accord</i> (1951), <i>Jersey</i> (1966).
MFV.392/394	Myttons (Melbourne)	.....	Cancelled 6/12/45.	MFV.439	-do-	47)	Completed mercantile <i>Emily</i> (1947), <i>Terra Nova</i> (1950).
MFV.395	Bunnings & Millar (Perth)	48	Completed mercantile <i>Sonoma</i> (1948).	MFV.440	-do-	47	Completed mercantile <i>Gardenia</i> (1947).
MFV.396	-do-	48	Completed mercantile <i>Kingfisher</i> (1948).	MFV.441	-do-	47	Completed mercantile <i>Lindfar</i> (1947).
MFV.397	Willmott (Fremantle)	48	Completed mercantile <i>Eckens</i> (1948).	MFV.442	-do-	47	Completed mercantile <i>Opportune</i> (1947), <i>Faithful Star</i> (19..), <i>Opportune Star</i> (1959), <i>Faithful Star</i> (1961).
MFV.398	-do-	48	Completed mercantile <i>Batavia Road</i> (1948).	MFV.443/444	-do-	.....	Cancelled 30/8/45.
MFV.399/401	Slazenger (Newcastle)	.....	Cancelled 6/12/45.	Ordered 1/5/45			
MFV.402/405			Numbers not used.	MFV.445	Jones (Buckie)	46	Completed mercantile <i>Alirmay</i> (1946); lost cause & place unknown 23/9/49.
MFV.406/407	Ballina Slipway	.....	Cancelled 6/12/45.	MFV.446	-do-	46	Completed mercantile <i>R P W</i> (1946).
MFV.408	Adams Clayton (Sydney)	.....	Cancelled 6/12/45.	MFV.447/450	Stanbury (Topsham)	.....	Cancelled 6/9/45.
Ordered .././44				Ordered 4/6/45			
MFV.409	J Hayes (Sydney)	45	For sale .././47.	MFV.451	F Curtis (Looe)	50	Completed mercantile <i>Benjamin Pile</i> (1950), <i>Robin John</i> (1954); lost cause & place unknown 6/7/72.
MFV.410	-do-	 5.45	For sale .././47.	MFV.452/454	-do-	.....	Cancelled 30/8/45.
MFV.411	Rockhampton Harbour Board	 5.45	Lost cause unknown Brisbane 4/3/46.	Ordered 18/6/45			
MFV.412	J L Boyd (Sydney)	45	For sale Sydney .././47.	MFV.455/458	J Morris (Fareham)	.....	Cancelled 6/9/45.
MFV.413	-do-	45	For sale Sydney .././47.	Ordered 13/7/45			
MFV.414	Myttons (Melbourne)	12.45	For sale Melbourne .././47.	MFV.459/460	Harbour Shipwright (Bridlington)	.....	Cancelled 6/9/45.
MFV.415	South Coast Co-operative (Nowra)	45	For sale Sydney .././47.	Ordered 17/7/45			
MFV.416	-do-	45	For sale Sydney .././47.	MFV.461/463	Brooke Marine (Lowestoft)	.....	Cancelled 6/9/45.
MFV.417	South Coast Co-operative (Moruga)	45	Mercantile <i>Evangel</i> (1947).	Ordered 31/7/45.			
MFV.418	J L Boyd (Sydney)	45	For sale Sydney .././47.	MFV.464/467	C Pearson (Hull)	.....	Cancelled 6/9/45.
MFV.419	-do-	45	Mercantile <i>Josey</i> (1951); foundered off Dove Point .././67.	MFV.468/500			Numbers not used.
MFV.420	Carpenter (Huskisson)	 9.45	Mercantile <i>Bina</i> (1947); scrapped .././66.	Machinery contracts: Nos. 75/77, 83, 90, 91, 98 (ii), 99 (ii), 104, 106, 110/114, 119, 126/131, 135/138, 151, 152, 156, 158, 161, 170, 171, 173, 174, 176, 182, 192 (ii), 194 (ii)/197 (ii), 198, 200/203, 230/239, 283, 284, 288/293, 301/303, 313, 323/326 Blackstone (.....); Nos. 434, 435 Gray (.....); Nos. 1/74, 89, 92/94, 95 (ii)/97 (ii), 100 (ii), 101/103, 105, 107/109, 125, 141/150, 157, 181, 185/191, 193 (ii), 199, 206/229, 242/265, 274/278, 282, 294, 295, 307, 327, 329/338, 343/346, 437/442 Kelvin (Glasgow); Nos. 78/82, 84/88, 115/118, 120/124, 132/ 134, 139, 140, 153/155,			
MFV.421	E Wright (Tuncurry)	45	For sale Sydney .././47.				
MFV.422	-do-	45	For sale Sydney .././47.				
MFV.423	McLeod (Ulladulla)	45	Mercantile <i>Baruku</i> (1947); lost cause & place unknown .././60.				
MFV.424	N Wright (Bulimba)	 5.45	Lost cause unknown Brisbane 4/3/46 & salvaged, mercantile <i>Nanamgo</i> (1951).				
MFV.425	E Wright (Tuncurry)	 1.46	For sale Sydney .././47.				
MFV.426	-do-	 1.46	For sale Sydney .././47.				
MFV.427	Neptune Engineering (Sydney)	 7.46	For sale Sydney .././47.				
MFV.428	F G Woodgate (Sydney)	 1.46	For sale Sydney .././47.				

159, 160, 162/169, 172, 175, 177/180, 183/ 184, 204, 205, 266/271, 280, 281, 285/ 287, 299, 300, 315, 317 Widdop (Keighley); Nos. 95 (i)/100 (i), 240, 241, 272, 273, 279, 296/298, 304/ 306, 308/312, 314, 316, 318/322, 328, 339/342, 347/434, 443/467 unknown.
Note: MFV.187, 251/253, 330, 333/338, and 343 were re-named *Uani I/Uani XII* but in what order is not known. In 1950 eleven of them were re-named *Claremont, Harfield, Heathfield, Mowbray, Observatory, Plumstead, Rondebosch, Soutrivier, Witteboom, Woodstock, and Wynberg.*

Name	Builder	Completed	Fate
Requisitioned ..12/41			
MFV.501 ex-Biwako			HATHI (1944/46); sold Port Said 19/8/46.
MFV.502 ex-Blue Heaven			Sold Port Said .././46.
MFV.503 ex-Brocton Point			For sale .././45.
MFV.504 ex-Cherry Land			For sale .././45.
MFV.505 ex-Florence U			For sale Alexandria ../11/46.
MFV.506 ex-Gardner M			For sale .././46.
MFV.507 ex-Grain			For sale .././45.
MFV.508 ex-Hommura			For sale Alexandria ../11/46.
MFV.509 ex-Howe Sound II			MARAGA (1945); sold Addu Atoll ../1/46.
MFV.510 ex-Kuroshima			For sale .././46.
MFV.511 ex-Matsui I			For sale Alexandria ../11/46.
MFV.512 ex-Matsui II			For sale Alexandria ../12/46.
MFV.513 ex-Ozali II			For sale .././46.
MFV.514 ex-S.A.			For sale Alexandria ../11/46.
MFV.515 ex-Sea Eagle II			Sold Colombo .././46.
MFV.516 ex-T.M.B. I			RASC (1945).
MFV.517 ex-Viola Y			For sale Suez ../12/46.
MFV.518 ex-Western Pride			Sold Colombo .././46.
MFV.519 ex-Y.W. II			For sale Port Said ../12/46.
MFV.520 ex-Salt Spray			For sale Port Said ../12/46.
MFV.521/ 600			Numbers not used.

Machinery contracts: Unknown.

Name	Builder	Completed	Fate
Ordered 29/3/42			
MFV.601	G L Burland (Hamilton)	44	Sold Bermuda 16/11/49.
MFV.602	-do-	44	Sold Bermuda 16/11/49.
MFV.603	-do-	44	Sold Bermuda 18/7/49.

MFV.604	-do-	 7.44	Mercantile <i>Madonna Tal-Grazzja</i> (1949).
MFV.605	-do-	 7.44	Mercantile <i>Boubly</i> (1949).
MFV.606	-do-	44	For sale Colombo ../9/46.
MFV.607	-do-	 4.44	For sale Colombo .././47.
MFV.608	-do-	44	For sale Colombo .././47.
Ordered 4/12/42			
MFV.609	J Martin (Granton)	11.43	SCC (Harrogate – 1963, SCC APOLLO (Hartlepool – 1964).
MFV.610	-do-	10.43	RASC (1944/47), SCC (Walthamstow – 1954); sold 24/1/64.
MFV.611	-do-	12.43	Mercantile <i>T R Sewell</i> (1949).
MFV.612	-do-	 1.44	RASC (1944/46), mercantile <i>Jachin</i> (1959), <i>Boy Jan</i> (19..).
MFV.613	-do-	 5.44	Mercantile <i>Burhou</i> (1948).
MFV.614	-do-	 7.44	Sold Malaya 2/9/47.
MFV.615	-do-	11.44	Sold Akyab 28/2/46.
MFV.616	-do-	 4.45	Sold Colombo 16/9/46.
MFV.617	D R M Carnie (Leith)	11.43	SHRAPNEL (1945), mercantile <i>Our Lady Lou</i> (1948).
MFV.618	-do-	 5.44	Mercantile <i>Tomanko</i> (1954).
MFV.619	-do-	 1.45	RIN (1946).
MFV.620	-do-	 8.45	Sold 28/2/46 for mercantile conversion.
MFV.621	J Lawrence (Leith)	10.43	Sold Colombo 2/9/47.
MFV.622	-do-	11.43	SCC (York – 1957), SCC GAMBIA (Thorne – 1961).
MFV.623	-do-	12.43	HANNIBAL (1944/45), French Navy (1945/48); dismantled & burnt ../8/60.
MFV.624	-do-	 2.44	RASC (1944); lost cause unknown off Normandie beaches 16/8/44 & scuttled.
MFV.625	-do-	 2.44	French Navy (1945/49), SCC (Exmouth – 1963), mercantile <i>Makalu</i> (1974).
MFV.626	-do-	 3.44	RASC (1944/48); sold 30/12/71.
MFV.627	-do-	 3.44	Sold Portsmouth 17/10/69.
MFV.628	-do-	 5.44	DRYAD (1948), mercantile <i>Tuscan</i> (1960).
MFV.629	-do-	 6.44	Mercantile <i>Helena</i> (1967); lost cause & place unknown ../3/68.
MFV.630	-do-	 8.44	RESOLUTION (1958/64); sold 24/8/65 for mercantile conversion.
MFV.631	-do-	 9.44	Sold 28/2/46 for mercantile conversion.
MFV.632	-do-	11.44	For sale Trincomalee ../3/46.
MFV.633	C Pearson (Hull)	12.43	Mercantile <i>Jill</i> (1949).
MFV.634	-do-	12.43	Mercantile <i>Grey Goose</i> (1951).
MFV.635	-do-	 3.44	SCC (Llanelli – 1956), mercantile <i>Jimbell</i> (1965); lost cause unknown off Northern Ireland ../8/69.
MFV.636	-do-	44	Mercantile <i>Plough</i> (1947).
MFV.637	-do-	 5.44	RASC (1944/48); sold Portland 24/5/63.
MFV.638	-do-	 5.44	RIN (1946).
MFV.639	D Williams (Aberystwyth)	 5.44	RASC (1944/46), mercantile <i>Gannet</i> (1948), <i>Merkdeka</i> (1970), <i>Julie Ann Audoyer</i> (1974).
MFV.640	-do-	 9.44	Sold Rangoon 25/3/46.
MFV.641	-do-	 2.45	Sold 28/2/46 for mercantile conversion.
MFV.642	-do-	 9.45	
MFV..643	-do-	11.45	Mercantile <i>Maureen A Clare</i> (1948), <i>Hark Forrard</i> (19..).
MFV.644	-do-	.....	Cancelled 30/8/45.
MFV.645	New Medway Steam Packet (Rochester)	43	Sold Bombay 25/3/46.

MFV.646	-do-	12.43	Mercantile <i>Sheila May</i> (1948)	MFV.687	-do-	 7.44	Mercantile <i>XL</i> (1973); wrecked
MFV.647	-do-	 2.44	SCC (Bideford – 1959), SCC (Cardiff – 19..), SCC (Penryn – 1975).				Seaton Carew 20/10/74 & written-off as constructive total loss.
MFV.648	-do-	 4.44	HIGHFLYER (1948); sold Trincomalee ../8/50.	MFV.688	-do-	 9.44	RIN (1946).
MFV.649	-do-	 7.44	Sold 18/4/46 for mercantile conversion.	MFV.689	-do-	 9.44	Sold Singapore .././47.
MFV.650	-do-	10.44	Sold Colombo ca.././46.	MFV.690	-do-	 9.44	Scrapped Akyab ../2/46.
MFV.651	G P Mitchell (Mevagissey)	 4.44	CATHERINE JEAN (1944/46), SCC (Methil – 1956); sold Rosyth 12/7/66.	MFV.691	-do-	 9.44	Scrapped Kyank Pyn ../10/45.
MFV.652	-do-	 7.44	For sale Chittagong ../9/46.	MFV.692	-do-	10.44	Sold 18/4/46 for mercantile conversion.
MFV.653	-do-	 1.45	Sold 18/4/46 for mercantile conversion.	MFV.693	-do-	10.44	Sold Batavia 14/9/46.
MFV.654	-do-	 7.45	Sold Singapore 2/9/47.	MFV.694	-do-	 9.44	For sale Colombo .././47.
MFV.655	J Adam (Gourock)	 3.44	Mercantile <i>Garmouth</i> (1950).	MFV.695	-do-	 9.44	For sale Rangoon .././47.
MFV.656	-do-	 9.44	Sold Trincomalee 8/2/49.	MFV.696	-do-	10.44	Scrapped ../9/46.
MFV.657	Cardnell (Maryland-sea)	 3.44	Mercantile <i>Unknown</i> (1971).	MFV.697	-do-	11.44	For sale Cochin .././47.
MFV.658	-do-	 5.44	RASC (1944/47), RNR (Belfast – 1963).	MFV.698	-do- (1)	 3.45	For sale Trincomalee .././47.
MFV.659	-do-	 1.45	Mercantile <i>Nordos</i> (1962).	MFV.699	-do- (1)	 3.45	For sale Bombay .././47.
MFV.660	-do-	 5.45	Sold ../2/46 for mercantile conversion.	MFV.700	-do-	45	For sale Colombo .././47.
Ordered 19/1/43				MFV.701	-do-	11.44	Sold Java ../11/46.
MFV.661	G Bunn (Caernarvon)	 6.44	Mercantile <i>John Duncan</i> (1951), <i>Summer Dawn</i> (1954), <i>Tern</i> (1957), <i>Rosehearty</i> (1961).	MFV.702	-do-	 1.45	RIN (1946).
MFV.662	-do-	 8.44	For sale Colombo .././46.	MFV.703	-do-	12.44	Sold Java ../11/46.
MFV.663	-do-	 2.45	For sale Trincomalee .././47.	MFV.704	-do-	12.44	Sold Tuticorin 10/9/46.
MFV.664	-do-	 4.45	Sold 6/2/46 for mercantile conversion.	MFV.705	-do-	 1.45	RIN (1946).
MFV.665	-do-	 8.45	Mercantile <i>Ranger of Croy</i> (1960), <i>Eileen Aisling</i> (1968).	MFV.706	-do-	12.44	For sale Singapore ../8/47.
MFV.666	-do-	 9.45	SANDERLING (1957/58), SCC DORSET COMMANDO (Sherborne – 1958/70), SCC ESKIMO (Putney & Fulham – 1971).	MFV.707	-do-	 1.45	Sold 18/4/46 for mercantile conversion.
MFV.667	Herd & MacKenzie (Buckie)	 5.44	Mercantile <i>Shalimar IV</i> (1966).	MFV.708	-do-	 2.45	For sale Bombay ../3/46.
MFV.668	-do-	 9.44	Sold Trincomalee .././47.	MFV.709	-do-	 2.45	For sale Trincomalee ../3/46.
MFV.669	Humphrey & Smith (Grimsby)	12.43	Mercantile <i>Black Cat II</i> (1960).	Ordered 20/11/43			
MFV.670	-do-	 3.44	Sold Gillingham 17/8/54.	MFV.710	Marine Services (Belfast)	 9.44	Sold Trincomalee .././47.
MFV.671	-do-	 6.44	Sold Plymouth 23/8/66.	MFV.711	-do-	 3.45	For sale Aden ../9/46.
MFV.672	-do-	11.44	For sale Aden ../9/46.	MFV.712	J Mackintosh (Kilkeel)	10.44	For sale Bombay ../3/46.
MFV.673	J Noble (Fraserburgh)	 2.44	RASC (1944/45), mercantile <i>Josephine</i> (1971).	MFV.713	-do-	 6.45	Sold Trincomalee 16/1/53.
MFV.674	-do-	 4.44	Mercantile <i>Inverary Castle</i> (1950).	Ordered 27/11/43			
MFV.675	MacDuff Engineering	 7.44	Mercantile (1950).	MFV.714	New Medway Steam Packet (Rochester)	 3.45	For sale Aden ../9/46.
MFV.676	-do-	12.44	For sale Bombay ../3/46.	MFV.715	-do-	 4.45	
Ordered 29/3/43				MFV.716	-do-	 7.45	Mercantile <i>Solent Swan</i> (1956).
MFV.677	G L Burland (Hamilton)	 1.45	Mercantile <i>Margaret Jane</i> (19..), <i>Lady Florence</i> (19..).	MFV.717	Yorkshire Yacht (Bridlington)	 6.44	Mercantile <i>Northfleet</i> (1951), <i>Bandoola</i> (19..); sold .././56.
MFV.678	-do-	 1.45	Sold Trincomalee ../2/46.	MFV.718	-do-	44	For sale Colombo ../2/46.
MFV.679	-do-	 1.45	Sold Bermuda ../4/60.	MFV.719	-do-	12.44	For sale Cochin ../3/46.
Ordered 12/10/43				MFV.720	Bridges & Salmon (Grimsby)	 7.44	Mercantile <i>Renovelle</i> (1952).
MFV.680	C Pearson (Hull)	 6.44	For sale Bombay ../3/46.	MFV.721	-do-	 8.44	For sale Colombo ../9/46.
MFV.681	-do-	 7.44	Mercantile <i>Burble</i> (1952).	MFV.722	Nordstrand (Grimsby)	 7.44	Scrapped Calcutta ../3/46.
MFV.682	-do-	 7.44	Mercantile <i>Rae</i> (1948), <i>Bien</i> (1950).	MFV.723	-do-	 8.44	Scrapped Trincomalee ../3/46.
MFV.683	-do-	 8.44	Mercantile <i>Questing</i> (1961).	MFV.724	Harbour Shipwright (Bridlington)	 7.44	For sale Colombo ../4/47.
MFV.684	-do-	 9.44	For sale Trincomalee ../5/50.	MFV.725	-do-	10.44	For sale Singapore ../4/47.
MFV.685	-do-	 9.44	Sold Trincomalee 4/2/58.	Ordered 6/4/44			
Ordered 28/10/43				MFV.726	J Bolson (Poole) (1)	 7.45	Sold 6/2/46 for mercantile conversion.
MFV.686	J Bolson (Poole)	 8.44		MFV.727	-do- (1)	 7.45	Sold 6/2/46 for mercantile conversion.
				MFV.728	-do-	 1.45	Sold 18/4/46 for mercantile conversion.
				MFV.729	-do-	 2.45	Sold Singapore .././47.
				MFV.730	-do-	 2.45	Sold Singapore .././47.
				MFV.731	-do-	 2.45	Sold Singapore .././47.
				MFV.732	-do-	 3.45	For sale Cochin ../3/46.
				MFV.733	-do-	.....	Burnt-out while building 24/2/45.
				MFV.734	-do- (1)	.....	Burnt-out while building 24/2/45.
				MFV.735	-do- (1)	 2.45	For sale Calcutta ../3/46.
				MFV.736	-do-	 2.45	For sale .././47.

MFV.737	-do-	 3.45	Mercantile <i>Icab II</i> (1975), <i>Aboi</i> (1976).	MFV.786	W King (Burnham)	 4.45	Sold 18/4/46 for mercantile conversion.
MFV.738	-do-	 3.45	MOWT (1945), mercantile <i>Saad</i> (19..).	MFV.787	Johnson & Jago (Leigh-on-Sea)	 2.45	For sale Trincomalee ..3/46.
MFV.739	-do-	 3.45	Mercantile <i>Sulair</i> (1959), <i>Gay Star</i> (1962).	MFV.788	-do-	 2.45	For sale Trincomalee ..3/46.
MFV.740	-do-	 3.45		MFV.789	H T Percival (Hom- ing)	.....	Completed mercantile <i>Willroy</i> (1948), <i>Javelin II</i> (19..).
MFV.741	-do-	 3.45	For sale Cochin ..3/46.	MFV.790	-do-	.....	Completed mercantile <i>Mizpah IV</i> (1946), <i>Kimberley</i> (1952).
MFV.742	-do-	 3.45	Sold Singapore 21/4/71.	MFV.791	Wallasea Bay Yacht	 3.45	Mercantile <i>Cacouna II</i> (1951).
MFV.743	-do-	 3.45	Sold Trincomalee ..../47.	MFV.792	A M Dickie (Ban- gor)	 3.45	Sold Hong Kong 2/12/48.
MFV.744	-do-	 4.45	RIN (1946).	MFV.793	-do-	 3.45	Mercantile <i>Wing Cheong</i> (1958), <i>Cheong Hing</i> (1961).
MFV.745	-do-	 5.45	For sale Calcutta ..3/46.	MFV.794	P K Harris (Apple- dore)	 6.45	Mercantile <i>Hoi Mah</i> (1950).
MFV.746	-do-	 3.45	Sold Blaking Hati 18/4/47.	MFV.795	-do-	 5.45	For sale Colombo ..9/46.
MFV.747	-do-	 4.45	Sold Trincomalee ..../47.	MFV.796	W Osborne (Little- hampton)	 4.45	Sold Hong Kong 3/7/59.
MFV.748	-do-	 4.45	Sold Trincomalee ..../47.	MFV.797	Wallasea Bay Yacht	11.45	Mercantile <i>Old 797</i> (1969); sold Hobart ..../74.
MFV.749	-do-	 4.45	Mercantile (1949).	MFV.798	S Hall (Glampton)	 6.45	Mercantile <i>Vesper II</i> (1950), <i>Primula</i> (1962).
MFV.750	-do-	 4.45	Sold Singapore 2/9/47.	MFV.799	A M Dickie (Tarbert)	11.45	Mercantile <i>Maracaibo</i> (1949), <i>Virginia</i> (1952); sold ..5/62.
MFV.751	-do-	 5.45	Mercantile <i>Antoni</i> (1948), <i>Indo V</i> (1949), <i>Jade Dragon</i> (1970).	MFV.800	Thompson & Balfour (Bo'ness)	 4.45	For sale Cochin ..3/46.
MFV.752	-do-	 6.45	Sold 18/4/46 for mercantile conversion.	MFV.801	A M Dickie (Tarbert)	 1.46	Sold Port Edgar 2/6/51.
MFV.753	-do-	 5.45	Sold Hong Kong 2/12/47.	MFV.802	Thompson & Balfour (Bo'ness)	 5.45	Mercantile <i>Ethel Star</i> (1947).
MFV.754	-do-	 7.45	Mercantile <i>Jenny May</i> (1951), <i>Don Andrei</i> (1963).	MFV.803	J Miller (St Mon- ance)	 3.45	For sale Cochin ..1/46.
MFV.755	-do-	 6.45	SIMBANG (1945); sold Singapore 2/9/47.	MFV.804	-do-	 5.45	For sale Brisbane ..../47.
MFV.756	-do-	 6.45	Sold Trincomalee ..../47.	MFV.805	Weatherhead (Cock- enzie)	 3.45	For sale Bombay ..1/46.
MFV.757	-do-	 6.45	Sold Trincomalee ..../47.	MFV.806	-do-	 4.45	For sale Bomaby ..1/46.
MFV.758	-do-	 7.45	Sold Singapore 2/9/47.	MFV.807	J Miller (St Mon- ance)	 7.45	For sale Calcutta ..3/46.
MFV.759	-do-	 6.45	For sale Calcutta ..3/46.	MFV.808	-do-	 7.45	Mercantile <i>Pandora</i> (1957), <i>Seasalter</i> (1961), <i>Creola</i> (1966).
MFV.760	-do-	 7.45	For sale Calcutta ..3/46.	MFV.809	Lady Bee (South- wick)	 7.45	For sale Trincomalee ..9/46.
MFV.761	-do-	 7.45	For sale Calcutta ..3/46.	MFV.810	-do-	 7.45	For sale Calcutta ..3/46.
MFV.762	-do-	 7.45	Mercantile <i>Valandra</i> (1951).	MFV.811	Johnson & Jago (Leigh-on-Sea)	 4.45	Sold Singapore 2/9/47.
MFV.763	-do-	23. 8.45	Mercantile <i>Silver Quest</i> (1951), <i>Quest</i> (1956), <i>Silver Quest</i> (19..).	MFV.812	-do-	 4.45	Lost cause unknown Brisbane 4/3/46.
MFV.764	-do-	 7.45	Sold UK ..../51.	MFV.813	A Lockhart (Brent- ford)	 6.45	For sale Trincomalee ..9/46.
MFV.765	-do-	 7.45	Sold Blakang Hati 18/4/47.	MFV.814	W Osborne (Little- hampton)	 7.45	For sale Calcutta ..3/46.
MFV.766	-do-	 9.45	SCC (Midhurst - 1963), SCC (Hove - 1967), mercantile <i>Margaret Jane</i> (19..).	MFV.815	-do-	 9.45	SCOTIA (1947/48), sold 21/6/71 for mercantile conversion.
MFV.767	-do-	 9.45	RNR (Thames - 1973).	MFV.816	Collins (Oulton Broad)	10.45	SANDERLING (1957/59).
MFV.768	-do-	 9.45		MFV.817	-do-	48	Completed mercantile <i>Bonnie Lass</i> (1948).
MFV.769	-do-	 8.45	Mercantile <i>Christine Duthie</i> (1948), <i>Silver Cloud</i> (1950), <i>Firecrest</i> (1972).	MFV.818	Thompson & Bal- four (Bo'ness)	 6.45	Sold Rosyth 2/9/47.
MFV.770	-do-	 8.45	Sold Hong Kong 11/3/60.	MFV.819	-do-	 8.45	Mercantile <i>Cragoustan</i> (1948), <i>Strenuous</i> (1953).
MFV.771	-do-	 9.45	Mercantile <i>Floranda</i> (1951).	MFV.820	Cardnell (Maryland- sea)	50	Completed mercantile <i>Musetta</i> (1950).
MFV.772	-do-	 9.45	Mercantile <i>Lead Me</i> (1947), <i>Confide</i> (1951).	MFV.821	-do-	49	Completed mercantile <i>Hill Shepherd</i> (1949), <i>Ocean Reward</i> (1961); wrecked place unknown 18/7/52.
MFV.773	-do-	 9.45	FORTE (1945/46), mercantile <i>Deborah Jane</i> (1973), <i>Deso</i> (1975).	MFV.822	Wallasea Bay Yacht	47	Completed mercantile <i>Hettianne</i> (1947).
MFV.774	-do-	10.45	Mercantile <i>Bonnie Mary</i> (1950).	MFV.823	-do-	52	Completed mercantile <i>Winston</i> (1952), <i>Mbala</i> (1956), <i>Sea Witch of Syracuse</i> (1959).
MFV.775	-do-	10.45					
Ordered 12/4/44(2)							
MFV.776	A Lockhart (Brent- ford)	 1.45	For sale Bombay ..3/46.				
MFV.777	W King (Burnham)	 7.45	Burnt-out Hong Kong 25/3/46.				
MFV.778	Weatherhead (Cock- enzie)	 2.45	For sale Singapore ..4/47.				
MFV.779	-do-	 2.45	For sale Calcutta ..3/47.				
MFV.780	Wallasea Bay Yacht	 1.45	For sale Singapore ..4/47.				
MFV.781	-do-	 7.45	Mercantile <i>Golden Bay I</i> (1947), <i>Pilgrim</i> (1973); lost cause unknown off Norfolk coast/...				
MFV.782	S Hall (Glampton)	 6.45	Sold Singapore ..8/47.				
MFV.783	-do-	 6.45	For sale Bombay 3/46.				
MFV.784	Lady Bee (South- wick)	 2.45	For sale Singapore ..4/47.				
MFV.785	-do-	 4.85	Sold Hong Kong ..../47.				

MFV.824	Johnson & Jago (Leigh-on-Sea)	 6.45	Sold 18/4/46 for mercantile conversion.	MFV.905	J Morris (Fareham)	 3.45	For sale Trincomalee ..../3/46.
MFV.825	Lady Bee (.....)	11.45	Mercantile <i>Diana</i> (1948), <i>Denrow</i> (1951).	MFV.906	-do-	 3.45	Sold Hong Kong <i>ca.</i> ../48.
Ordered ..../5/44				MFV.907	-do-	 6.45	Sold ..../4/46 for mercantile conversion.
MFV.846/864	F Nicholls (Durban)	.....	Cancelled ..../9/44.	MFV.908	-do-	 7.45	For sale Calcutta ..../3/46.
Ordered 1/7/44				MFV.909	-do-	 6.45	For sale Singapore ..../9/47.
MFV.865	A M Dickie (Bangor)	 6.45	Sold 6/2/46 for mercantile conversion.	MFV.910	-do-	 7.45	Sold ..../4/46 for mercantile conversion.
MFV.866	-do-	 6.45	HIGHFLYER (1951); sold Trincomalee 3/4/58.	MFV.911	-do-	10.45	
MFV.867	-do-	 9.45	Mercantile <i>Lady Helen</i> (1973).	MFV.912	-do-	10.45	Mercantile <i>Lulu Lou</i> (1948), <i>Louise Marie</i> (1973).
MFV.868	-do-	10.45	Mercantile <i>Festina</i> (1959).	MFV.913	-do-	11.45	Mercantile <i>Roin Mhor</i> (1951).
MFV.869	-do-	10.45	Sold 17/2/50.	MFV.914	-do-	11.45	Sold 12/7/48.
MFV.870	-do-	.....	Cancelled 6/9/45.	MFV.915	-do-	.....	Sold 4/3/47 for mercantile conversion.
MFV.871	Western Marine Craft (Pwllheli)	 5.45	For sale Cochin ..../3/46.	MFV.916	-do-	48	Completed mercantile <i>Duntroon Castle</i> (1948); lost cause & place unknown ..../67.
MFV.872	-do-	 6.45	For sale Trincomalee ..../3/46.	Ordered 8/8/44			
MFV.873	-do-	 9.45	Mercantile <i>Herbert N</i> (1968).	MFV.917	Camper & Nicholson (Gosport)	 3.45	Sold Colombo ..../4/47.
MFV.874	-do-	46	Completed mercantile <i>Ubique</i> (1946), <i>Montbretia</i> (1947).	MFV.918	-do-	 4.45	Sold Trincomalee ..../5/50.
MFV.875	-do-	48	Completed mercantile <i>Day Dawn</i> (1948).	MFV.919	-do-	 5.45	For sale Calcutta ..../3/46.
MFV.876	-do-	.....	Cancelled 6/9/45.	MFV.920	-do-	 5.45	Scrapped Trincomalee ..../7/46.
MFV.877	L A Robinson (Tewkesbury)	47	Completed mercantile <i>Isa</i> (1947).	MFV.921	-do-	 6.45	Scrapped Trincomalee ..../9/46.
MFV.878	-do-	.....	Cancelled ..../45.	MFV.922	-do-	 6.45	Mercantile <i>Mystic Dragon</i> (1959).
MFV.879	L A Robinson (Oulton Broad)	 1.46	Sold 14/8/48.	Ordered 31/8/44			
MFV.880	-do-	49	Completed mercantile <i>Evening Mist</i> (1949), <i>Kiboko</i> (1950), <i>Perkins Kiboko</i> (19..), <i>Kiboko</i> (19..).	MFV.923	J & J Lawrence (Leith)	10.45	Mercantile <i>Bharati</i> (1949); scrapped ..../59.
MFV.881	Harbour Shipwright (Bridlington)	 3.45	For sale Trincomalee ..../3/46.	MFV.924	-do-	 2.45	For sale Penang ..../4/46.
MFV.882	-do-	 5.45	For sale Brisbane ..../4/46.	MFV.925	-do-	 4.45	For sale Aden ..../9/46.
MFV.883	Yorkshire Yacht (Bridlington)	 4.45	For sale Bombay ..../3/46.	MFV.926	-do-	 5.45	For sale Brisbane ..../10/46.
MFV.884	-do-	 8.45	Sold Singapore 11/8/47.	MFV.927	-do-	 6.45	Sold Bangkok 2/9/47.
MFV.885	-do-	10.45	Mercantile <i>Duncrue</i> (1952), <i>Cluaran</i> (1957).	MFV.928	Cardnell (Maryland-sea)	50	Completed mercantile <i>Lady Leigh II</i> (1950), <i>Captain James Cook</i> (19..); scrapped ..../75.
MFV.886	-do-	47	Completed mercantile <i>Amber Queen</i> (1947).	MFV.929/930	-do-	.....	Cancelled 6/9/45.
MFV.887/888	-do-	.....	Cancelled 6/9/45.	MFV.931	J Adam (Gourock)	 7.45	Sold Bangkok 2/9/47.
MFV.889	C Pearson (Hull)	11.44	For sale Aden ..../9/46.	MFV.932	Martin (Grantan)	 6.45	Mercantile <i>Nduwaro</i> (1951).
MFV.890	-do-	11.44	Sold Singapore 18/4/47.	MFV.933	-do-	 9.45	Mercantile <i>Jessie Alice II</i> (1948), <i>Ocean Gem</i> (1955).
MFV.891	-do-	12.44	For sale Batavia ..../9/46.	MFV.934	-do-	12.45	Mercantile <i>St Margaret</i> (1951), <i>End of the World</i> (1960).
MFV.892	-do-	 1.45	For sale Cochin ..../3/46.	MFV.935	-do-	.....	Cancelled 6/9/45.
MFV.893	-do-	 2.45	For sale Trincomalee ..../2/46.	MFV.936	New Medway Steam Packet (Rochester)	49	Completed mercantile <i>Valnic</i> (1949).
MFV.894	-do-	 3.45	Sold 25/3/46 for mercantile conversion.	MFV.937	-do-	50	Completed mercantile <i>Butaba</i> (1950).
MFV.895	-do-	 3.45	For sale Bombay ..../1/46.	MFV.938/939	D R M Carnie (Leith)	.....	Cancelled 6/9/45.
MFV.896	-do-	 5.45	For sale Calcutta ..../3/46.	MFV.940	G P Mitchell (Mevagissey)	47	Completed mercantile <i>Annabelle Lee</i> (1947).
Ordered 20/7/44				MFV.941/942	-do-	.....	Cancelled ..../45.
MFV.897	M W Blackmore (Bideford)	 3.45	For sale Trincomalee ..../2/46.	MFV.943	J V Hepburn (Aberdeen)	 4.45	Sold Trincomalee ..../4/47.
MFV.898	-do-	 4.45	For sale Trincomalee ..../9/46.	MFV.944	-do-	 9.45	Mercantile <i>Our Unity</i> (1971).
MFV.899	-do-	 5.45	For sale Cochin ..../3/46.	MFV.945	-do-	47	Completed mercantile <i>Goodwill</i> (1947).
MFV.900	-do-	 6.45	SCC SEAFLOWER (Porthcawl – 1964), SCC RESOURCE (Port Talbot – 1967).	MFV.946	J Noble (Fraserburgh)	 2.45	For sale Trincomalee ..../3/46.
MFV.901	J Sadd (Maldon)	 4.45	For sale Bombay ..../3/46.	MFV.947	-do-	 4.45	RIN (1946).
MFV.902	-do-	 7.45	For sale Trincomalee ..../3/46.	MFV.948	-do-	10.45	SCC VIKING (Stornoway – 1957), <i>Roisin Dubh</i> (1967).
MFV.903	-do-	 1.46	Collision submarine SEA SCOUT Yarmouth 21/2/56 & beached, salvaged & mercantile <i>Drumbeg</i> (1967).	MFV.949	-do-	.....	Cancelled 6/9/45.
MFV.904	-do-	12.45	Mercantile <i>Broadness</i> (1951), <i>Comno</i> (19..).	MFV.950	G Bunn (Wroxham)	 7.45	Burmese Navy (1947).
				MFV.951	-do-	10.45	MINERVA (1950/53), SCC BEVERLEY (Putney – 1954), mercantile <i>Hilda May</i> (1960).

MFV.952	-do-	 2.46	Mercantile <i>Willoda</i> (1947), <i>Fishergate</i> (1949).
MFV.953	-do-	.....	Cancelled ..../45.
MFV.954	Marine Services (Belfast)	10.45	Mercantile <i>St Anne</i> (1948).
MFV.955	-do-	.....	Cancelled ..../45.
MFV.956	J Mackintosh (Kil- keel)	12.45	Mercantile <i>Coral Strand</i> (1949), <i>Silver Birch</i> (1969).
MFV.957	-do-	.....	Completed mercantile <i>Golden Dawn</i> (1957); sold ..../72.
MFV.958	Bridges & Salmon (Grimsby)	 2.45	For sale Bombay ..../1/46.
MFV.959	-do-	 3.45	Sold ..../2/46 for mercantile conversion.
MFV.960	-do-	 6.45	Sold Bangkok 2/9/47.
MFV.961	-do-	 9.45	Mercantile <i>Superb</i> (1948).
MFV.962	-do-	49	Completed mercantile <i>Florry Kathleen</i> (1949), <i>Silver Glen</i> (1950).
MFV.963	Norstrand (Grims- by)	 2.45	For sale Trincomalee ..../3/46.
MFV.964	-do-	 5.45	For sale Colombo ..../9/46.
MFV.965	-do-	 8.45	Mercantile <i>Sea Symphony</i> (1959).
MFV.966	-do-	11.45	Mercantile <i>Ranger</i> (1953), <i>Ranger of Lune</i> (1954), <i>Scyllis</i> (19..)
MFV.967	Harbour Shipwright (Bridlington)	 9.45	Mercantile <i>Tyro II</i> (1948), <i>Millburn</i> (1955).
MFV.968	-do-	47	Completed mercantile <i>Addisons</i> (1947), <i>Trust</i> (1961).
MFV.969	-do-	50	Completed mercantile <i>The Girl Prudence</i> (1950)
MFV.970	M W Blackmore (Bideford)	 9.45	Mercantile <i>Integrity</i> (1949), <i>Sheod-na-Mara</i> (1974).
MFV.971	-do-	11.45	Mercantile <i>Foxglove</i> (1947).
MFV.972	-do-	48	Completed mercantile <i>Escallonia</i> (1948).
MFV.973	-do-	48	Completed mercantile <i>Anncliveian</i> (1948), <i>Huntly Castle</i> (1955), <i>Bridgewater Castle</i> (1956).
MFV.974/ 975	-do-	.....	Cancelled 6/9/45.
MFV.976	C C Underwood (South Benfleet)	 8.45	Mercantile <i>Sweet Home</i> (1949), <i>Redeemer</i> (1970).
MFV.977	-do-	10.45	SCC PROGRESS (Caister – 1958); sold 10/1/60.
MFV.978	-do-	48	Completed mercantile <i>John'y Eager</i> (1948), <i>Johnny Eager</i> (19..).
MFV.979/ 980	-do-	.....	Cancelled 6/9/45.
MFV.981	D G Hall (Newport)	 7.45	Sold ..../4/47 for mercantile conversion.
MFV.982	-do-	12.45	For sale ..../12/49.
MFV.983/ 984	-do-	.....	Cancelled 6/9/45.
Ordered 20/10/44			
MFV.826/ 837	Anglo-American Nile & Tourist (Cairo)	.....	Cancelled 12/9/45.
Ordered 3/7/45			
MFV.838/ 839	Ports & Lights Administration (Alexandria)	.....	Cancelled 12/9/45.
Ordered 24/5/45			
MFV.840/ 845	Egyptian Motors & Marine Engineering (Alexandria)	.....	Cancelled 12/9/45.
Ordered 28/10/44			
MFV.985	G L Burland (Ham- ilton)	12.44	Sold ..../51 for mercantile conversion.

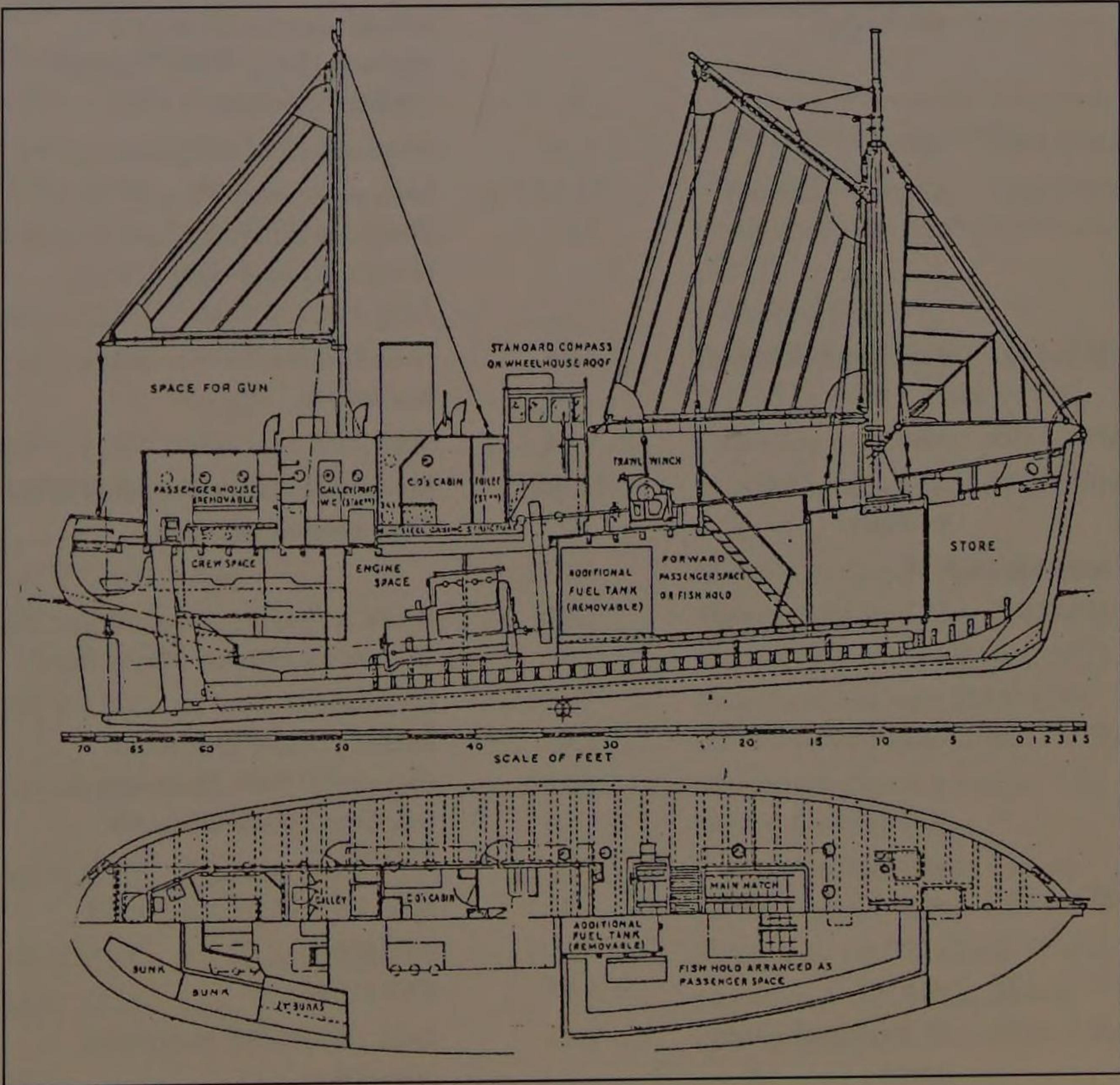
MFV.986	C Pearson (Hull)	 6.45	Sold ..../4/46 for mercantile conversion.
MFV.987	-do-	 7.45	Mercantile <i>American No. 3</i> (1958), <i>Ling Hong</i> (1959), <i>Mei Mei</i> (1962).
Ordered 4/12/44			
MFV.988	C Pearson (Hull)	 8.45	Mercantile <i>Venture</i> (1949),
MFV.989	-do-	 9.45	Mercantile <i>Bluebird</i> (1948), <i>Treshnish</i> (1964).
MFV.990	-do-	10.45	Mercantile <i>Fragrance</i> (1949), <i>Silver Leaf</i> (1971).
MFV.991	-do-	11.45	Mercantile <i>Intrepid</i> (1953).
MFV.992/ 993	-do-	.....	Cancelled 6/9/45.
MFV.994	A H Moody (Swan- nick Shore) (3)	 8.45	Mercantile <i>Blairmore</i> (1948), <i>Dutiful</i> (1956).
MFV.995	-do- (3)	12.45	Mercantile <i>Hamble Maid</i> (1958), <i>Carberry Maid</i> (19..), sold ..../74.
MFV.996/ 999	G Bunn (Caernar- von)	.....	Cancelled 6/9/45.
MFV.....	C Pearson	44	Sea Scouts <i>Bien</i> (Newport – 19..).

Machinery contracts: Nos. 609/643, 645/679, 682/686, 710/713, 865/873, 897/904, 946/948, 950/952, 954, 956 Atlantic (.....); Nos. 601/608, 680, 681, 687/709, 714/732, 735/788, 791/816, 818, 819, 824, 825, 879, 881/885, 889/896, 905/927, 931/934, 943, 944, 958/961, 963/967, 970, 971, 976, 977, 981, 982, 985/991, 994, 995, Chrysler (.....); Nos. 644, 733, 734, 789, 790, 817, 820/823, 826/864, 874/878, 880, 886/888, 928/930, 935/942, 945, 949, 953, 955, 957, 962, 968, 969, 972/975, 978/980, 983, 984, 992,993, 996/999 unknown.

Name	Builder	Completed	Fate
Ordered 27/11/42			
MFV.1001	J Noble (Fraser- burgh)	12.43	Foundered off Portland 12/9/48; salved & mercantile <i>Resurgam</i> (1949).
MFV.1002	-do-	 1.44	Mercantile <i>Anthony Stephenson</i> (1948).
MFV.1003	-do-	 3.44	Mercantile <i>Pre-eminent</i> (1951), <i>Isle of Canna</i> (1964).
MFV.1004	Clapson (Barton)	 2.44	RASC (1945), SEAHAWK (1947/60), mercantile <i>Minto</i> (1970)
MFV.1005	-do-	 4.44	Sold Portland 1/11/57.
MFV.1006	-do-	 6.44	Mercantile <i>Pentillie</i> (1950).
MFV.1007	J W & A Upham (Brixton)	 7.44	Mercantile (name unchanged – 1958); sold 20/7/59.
MFV.1008	-do-	 1.45	Mercantile <i>Southern Glory</i> (1948).
MFV.1009	-do-	 3.45	French Navy MFV.60 (1946/56).
MFV.1010	-do-	 6.45	Sold Singapore 2/9/47.
MFV.1011	P K Harris (Apple- dore)	 8.44	Mercantile <i>Ma Tuevue</i> (1954); sold ..../58.
MFV.1012	-do-	 2.45	Mercantile <i>Ian William</i> (1947); burnt-out off New Guinea/...
MFV.1013	-do-	 9.45	Sold Plymouth 26/6/57.
MFV.1014	-do-	47	Completed mercantile <i>Appledore</i> (1947), <i>Honeydew</i> (19..).
MFV.1015	Wilson Noble (Fraserburgh)	 3.44	Sold Plymouth 7/12/71 & laid- up.
MFV.1016	-do-	 5.44	MERCURY II (1946/47), mercantile <i>Cameron Lad</i> (1947), <i>Gratitude</i> (1951); lost cause & place unknown 15/11/58.
MFV.1017	-do-	 6.44	Sold Hong Kong 25/11/49.
MFV.1018	R Irvin (Peterhead)	 1.44	RASC (1945), sold 1/3/57; wrecked place unknown 18/11/57.
MFV.1019	-do-	 2.44	RASC (1945/46); sold 18/11/55
MFV.1020	-do-	 6.44	Mercantile <i>Seahunter</i> (1967).
MFV.1021	G Forbes (Peter- head)	16. 2.44	RASC (1945/46), mercantile <i>Uni</i> (1983), <i>Igesi Nagusia</i> (1994).

MFV.1022	-do-	 2.44	RASC (1945); sold 25/3/46 for mercantile conversion.	MFV.1056	-do- (ii)	 6.45	For sale Cochin ../9/46.
MFV.1023	-do-	 2.44	RASC (1945), BLACKCAP (1956/59), mercantile <i>Odelia</i> (1969).	MFV.1057	J S Doig (Grimsby)	 4.44	Sold The Nore 29/3/71.
MFV.1024	-do-	 5.44	Mercantile <i>Jacqueline</i> (1957).	MFV.1058	-do-	 5.44	SCC STEADFAST (Kingston – 1956); sold Chatham 5/7/61.
MFV.1025	-do-	 6.44	Mercantile <i>Wisemans</i> (1947).	MFV.1059	Husband's (March-wood)	12.44	For sale Singapore ../4/47.
MFV.1026	-do-	 3.44	For sale Singapore ../4/47.	MFV.1060	-do-	 4.45	Sold Portsmouth 28/7/60.
MFV.1027	W Reekie (St Mon-ance)	 5.44	Mercantile <i>Mazurka</i> (1947), <i>Spes Vera</i> (1957), <i>Anchor of Hope</i> (1960).	Ordered 11/10/43			
MFV.1028	-do-	 7.44	Mercantile <i>Maid of Verdala</i> (1951), <i>Ivanhoe</i> (1967).	MFV.1061	-do-	 7.45	Mercantile <i>Balm Maiden</i> (1965), <i>Wheal Geevor</i> (19..).
MFV.1029	-do-	 5.44	RASC (1944/47); sold Portland 20/8/58.	MFV.1062	-do-	 1.46	
MFV.1030	-do-	 6.44	Mercantile <i>Jolly Knave</i> (1958).	MFV.1063	C Morris (Rye)	 1.46	SCC PANDORA (Edinburgh – 1957); sold 11/6/65.
MFV.1031	Humphrey & Smith (Grimsby)	12.43	Italian Navy (1945/47), sold Pembroke Dock 15/2/72.	MFV.1064	-do-	48	Completed mercantile <i>Florence & Edward</i> (1948), <i>Trewarveneth</i> (19..).
MFV.1032	-do-	 2.44	Foundered in tow en route Oran 13/9/44.	MFV.1065/1066	Portchester Shipyard	.....	Cancelled .././45
MFV.1033	-do-	 2.44		MFV.1067	Humphrey & Smith (Grimsby)	 3.44	Mercantile <i>Margaret Duthie</i> (1948), <i>Silver Quest</i> (1953); sold ca.././55.
MFV.1034	-do-	 3.44	Mercantile <i>Starshell</i> (1949), <i>Lord Clifton</i> (1949), <i>Blossom</i> (1952), <i>Girl Marlene</i> (1955), <i>Ocean Investor</i> (1975).	MFV.1068	-do-	 5.44	Sold 24/2/65.
MFV.1035	J & G Forbes (Sand-haven)	 1.44	Sold Teignmouth 5/3/58.	MFV.1069	Clapson (Barton)	 7.44	Mercantile <i>Lee On 12</i> (1957).
MFV.1036	-do-	 5.44	Wrecked Start Point 25/4/63, salvaged & mercantile <i>Metrec Peter</i> (1964).	MFV.1070	-do-	11.44	Sold Trincomalee ca.././48.
MFV.1037	-do-	 3.44		MFV.1071	W Reekie (St Mon-ance)	 8.44	Sold Hong Kong ../4/48.
MFV.1038	-do-	 3.44	SPARTIATE (1946), mercantile <i>Seahorse</i> (1949), <i>Sara A Stevenson</i> (19..), <i>Ailsa M</i> (1970).	MFV.1072	-do-	10.44	Mercantile <i>Herd Laddie</i> (1947), <i>Lively Hope</i> (1964).
MFV.1039	MacDuff Engineer-ing & Shipbuilding	 5.44	SCC (Chislehurst – 1957), SCC (Holyhead – 1964); for sale .././75.	MFV.1073	-do-	12.44	Mercantile <i>Cairngorm</i> (1948), <i>Jessie West</i> (1959).
MFV.1040	-do-	 7.44	Mercantile <i>Trusan</i> (1946).	MFV.1074	R Irvin (Peterhead)	 9.44	Mercantile <i>Resplendent</i> (1947), <i>Westward</i> (1954), <i>Mariona</i> (1970), <i>Cambourne</i> (1971); lost cause & place unknown ../9/71.
MFV.1041	-do-	11.44	Sold 25/3/46 for mercantile conversion.	MFV.1075	-do-	 8.44	Mercantile <i>Craiglynne</i> (1947); lost cause & place unknown .././56.
MFV.1042	-do-	 2.45	French Navy MFV.602 (1946/54).	MFV.1076	G Forbes (Peter-head)	 6.44	RASC (1944/45), sold 18/3/40 for mercantile conversion.
MFV.1043	Herd & McKenzie (Buckie)	 6.45	Mercantile <i>Kathleen Pirie</i> (1947), <i>Fair Morn</i> (1951), <i>Replenish</i> (1959).	MFV.1077	-do-	 8.44	RASC (1945/46).
MFV.1044	-do-	 7.44	Sold Singapore 30/4/64.				
MFV.1045	-do-	 9.44	Mercantile <i>Helen Herd</i> (1947), <i>Lebanon</i> (19..); foundered North Shields ca.././56.				
MFV.1046	-do-	 1.45	Mercantile <i>Man Lee 10</i> (1958), <i>Hing Cheong</i> (1961), <i>Shun Lee</i> (1965).				
Ordered 18/2/43							
MFV.1047	Portchester Ship-yard (4)	 6.45	Mercantile <i>Alison</i> (1947), <i>Roseland</i> (1956).				
MFV.1048	J Morris (Fareham)	12.45					
Ordered 8/3/43							
MFV.1049	-do-	47	Completed mercantile <i>Silver Harvest</i> (1947).				
MFV.1050	-do-	.....	Cancelled .././45.				
Ordered 26/3/43							
MFV.1051	J S Doig (Grimsby)	 9.44	ANTHONY (1952/57); sold Rosyth 7/5/74.				
Ordered 19/4/43							
MFV.1052	R Irvin (Peterhead)	 4.44	Mercantile <i>John West</i> (1948).				
MFV.1053	J Noble (Fraser-burgh)	 4.44	Mercantile <i>W & S</i> (1950), <i>Julia Ann</i> (1969).				
MFV.1054	Wilson Noble (Fraserburgh)	 7.44	For sale Singapore ../4/47.				
MFV.1055	C Morris (Rye)	 1.45	Sold Singapore 2/9/47.				
(ii)							

Below: General arrangement of “MFV-1001” class motor fishing vessels.



MFV.1078	-do-	10.44	Mercantile <i>Cruden Bay</i> (1947).	MFV.1110	W Reekie (Anstruther)	 1.45	Sold 15/4/46 for mercantile conversion.
MFV.1079	J Noble (Fraserburgh)	 6.44	Mercantile <i>Rossekop II</i> (1972); wrecked Bideford Bar 5/11/72.	MFV.1111	-do-	 3.45	For sale Cochin ..9/46.
MFV.1080	-do-	 6.44	Fishery patrol vessel WATCHFUL (1948/55), mercantile (name unchanged - 1958).	MFV.1112	W Reekie (St Monance)	 6.45	For sale Singapore ..8/47.
MFV.1081	J & G Forbes (Sandhaven)	 6.44	Sold Hong Kong ca../47.	MFV.1113	W Reekie (Anstruther)	 3.45	Sold 25/3/46 for mercantile conversion.
MFV.1082	-do-	 6.44	Sold Chatham 30/8/56.	MFV.1114	W Reekie (St Monance)	 7.45	Sold 25/3/46 for mercantile conversion.
Ordered 10/11/43				MFV.1115	J S Doig (Grimsby)	 1.45	For sale Singapore ..9/46.
MFV.1083	Philip (Dartmouth)	 9.44	Mercantile <i>Tulyar</i> (1952).	MFV.1116	-do-	 2.45	French Navy MFV.603 (1946/56).
MFV.1084	-do-	10.44	Mercantile <i>H C Dannevic</i> (1948), <i>Betty T</i> (1951).	MFV.1117	-do-	 3.45	Sold 18/4/46 for mercantile conversion.
Ordered 18/11/43				MFV.1118	-do-	 4.45	Sold 18/3/46 for mercantile conversion.
MFV.1085	J & G Forbes (Sandhaven)	 6.44	RASC (1944/45); sold Cochin ..8/46?	MFV.1119/1120	P K Harris (Apple-dore)	.....	Cancelled 6/9/45.
MFV.1086	-do-	 8.44	RASC (1944/46), mercantile <i>Morecambe Bay</i> (1947), <i>Spes Firma</i> (1952).	MFV.1121	J & G Forbes (Sandhaven)	11.44	French Navy MFV.604 (1946/54).
Ordered 13/1/44				MFV.1122	-do-	12.44	Mercantile <i>David Lloyd George</i> (1957), <i>Trevarth</i> (1959).
MFV.1087	Herd & McKenzie (Buckie)	12.44	Mercantile <i>Glenugie</i> (1947); sold 7/12/56.	MFV.1123	-do-	 2.45	Sold 25/3/46 for mercantile conversion.
MFV.1088	-do-	 3.45	Sold 18/3/46 for mercantile conversion.	MFV.1124	-do-	 2.45	RASC (1946/47), SCC PANDORA (Shooters Hill - 1954); foundered off Woolwich 16/10/75.
MFV.1089	J & G Forbes (Sandhaven)	 8.44	RASC (1944/46), foundered in tow English Channel en route shipbreakers 23/10/64.	MFV.1125	-do-	 4.45	Foundered off India 2/5/46 & salvaged, for sale Singapore ..4/47.
MFV.1090	-do-	11.44	Mercantile <i>Hong Aun</i> (1948).	MFV.1126	-do-	 6.45	For sale Singapore ..8/47.
MFV.1091	J Noble (Fraserburgh)	 8.44	RASC (1944/47), mercantile <i>Mollia</i> (1949); wrecked place unknown ..6/65.	MFV.1127	Wilson Noble (Fraserburgh)	10.44	Mercantile <i>World No. 1</i> (1951), <i>Lee On 15</i> (1961).
MFV.1092	-do-	10.44	Sold ..../50 for mercantile conversion.	MFV.1128	-do-	12.44	RASC (1945/46), SCC (Edinburgh - 1954), mercantile <i>Jolly Gambler</i> (1960), <i>Audal II</i> (1961).
MFV.1093	G Forbes (Peterhead)	11.44	Mercantile <i>Whinnysfold</i> (1947), <i>Aberdeen Anzac</i> (1959); sold	MFV.1129	-do-	 3.45	Sold 18/3/46 for mercantile conversion.
MFV.1094	-do-	12.44	Mercantile <i>Elizabeth</i> (1946), <i>Elizabeth Robertson</i> (1947); lost cause & place unknown 24/4/75.	MFV.1130	-do-	 6.45	Sold Singapore ..../47.
MFV.1095	-do-	 1.45	Sold Kure 8/10/54.	MFV.1131	G Forbes (Peterhead)	 4.45	For sale Cochin ..9/46.
MFV.1096	-do-	 3.45	Mercantile <i>Aun Chuan</i> (1949).	MFV.1132	-do-	 5.45	RASC (1946/47), mercantile <i>Pembroke Provider</i> (1961).
MFV.1097	R Irvin (Peterhead)	10.44	Mercantile <i>Fruitful</i> (1947).	MFV.1133	-do-	 7.45	Sold 18/3/46 for mercantile conversion.
MFV.1098	-do-	11.44	Sold Gosport 22/7/57.	MFV.1134	-do-	 9.45	SCC (Glasgow - 1957); sold Gourock 18/5/60.
MFV.1099	Humphrey & Smith (Grimsby)	 8.44	Capsized Fleetwood 21/12/45 & salvaged, mercantile <i>Brig o' Nelson</i> (1947), <i>Fisher Laddie</i> (1952), <i>Spectrum</i> (1956).	MFV.1135	Philip (Dartmouth)	12.44	Sold Singapore 11/8/47.
MFV.1100	-do-	 8.44	Mercantile <i>Scotch Queen</i> (1948).	MFV.1136	-do-	 2.45	Mercantile <i>Lanon</i> (1950).
MFV.1101	Clapson (Barton)	12.44	Mercantile <i>Man Ping</i> (1951), <i>Tong Kee 5</i> (1967), <i>Lee On 14A</i> (1969), <i>Kwong Hing</i> (1972), <i>King Fai 1</i> (1973).	MFV.1137	-do-	 4 45	French Navy MFV.605 (1946/54).
MFV.1102	J S Doig (Grimsby)	 8.44	Sold 15/4/46 for mercantile conversion.	MFV.1138	-do-	 5.45	Sold Singapore 8/4/47.
MFV.1103	-do-	 9.44	Sold 22/8/56.	MFV.1139	J Noble (Fraserburgh)	...12.44	Mercantile <i>Nuts</i> (1959), <i>Frederr</i> (1965), <i>Arthropode</i> (1967).
MFV.1104	W Reekie (Anstruther)	11.44	Mercantile <i>Arran Corrie</i> (1947), <i>Ocean Ranger</i> (1954).	MFV.1140	-do-	 2.45	SULTAN (1945); sold Singapore 2/9/47.
Ordered 26/2/44				MFV.1141	-do-	 3.45	Sold Cochin 16/9/46.
MFV.1105	R Irvin (Peterhead)	 1.45	RASC (1945/46), mercantile <i>Glenericht</i> (1948), <i>Moir Herd</i> (1951).	MFV.1142	-do-	 6.45	Mercantile <i>Grace Dixon</i> (1967)
MFV.1106	-do-	 1.45	RASC (1945), mercantile <i>Frandon</i> (1960); burnt-out & foundered place unknown 23/4/61.	MFV.1143	MacDuff Engineering & Shipbuilding	 5.45	Sold Cochin 16/9/46.
MFV.1107	-do-	 4.45	Sold 16/9/46 for mercantile conversion.	MFV.1144	-do-	 8.45	Sold Pembroke Dock 19/5/72.
MFV.1108	-do-	 4.45	RIN (1946).	MFV.1145	-do-	11.45	Mercantile <i>Dunvegan</i> (1948).
MFV.1109	W Reekie (St Monance)	 2.45	Sold 18/3/46 for mercantile conversion.	MFV.1146	-do-	47	Completed mercantile <i>Good Hope</i> (1947), <i>Xmas Morn IV</i> (1969).
				MFV.1147	Clapson (Barton)	 2.45	Sold 18/3/46 for mercantile conversion.
				MFV.1148	-do-	 5.45	Sold Cochin 16/9/46.

MFV.1149	Husband's (March-wood)	48	Completed mercantile <i>Calanus</i> (1948).	MFV.1185	-do-	11.45	Mercantile <i>Philomel</i> (1948); burnt-out place unknown ..../6/71.
MFV.1150	-do-	47	Completed mercantile <i>Abundance</i> (1947).	MFV.1186	-do-	 9.45	Mercantile <i>Janua</i> (1966), <i>Schiatos</i> (1971).
MFV.1151	Herd & McKenzie (Buckie)	 5.45	RASC (1946/47), fishery patrol vessel SQUIRREL (1949/56), mercantile <i>Tramp</i> (1974)?	MFV.1187	-do-	 9.45	Mercantile <i>Universal Dipper</i> (1960).
MFV.1152	-do-	 8.45	Mercantile <i>Meanderer</i> (1965).	MFV.1188	-do-	47	Completed mercantile <i>Westis</i> (1947), <i>Stephens</i> (1954).
MFV.1153	-do-	12.45	Mercantile <i>Margaret Herd</i> (1947), <i>Shooting Star</i> (1973).	MFV.1189	J Noble (Fraserburgh)	 8.45	Mercantile <i>Banshee II</i> (1961).
MFV.1154	-do-	47	Completed mercantile <i>Harvest Gleaner</i> (1947).	MFV.1190	-do-	12.45	
MFV.1155	Humphrey & Smith (Grimsby)	 9.44	Mercantile <i>Pat Dah Chai</i> (1956), <i>Susanna</i> (1957), <i>Marwar</i> (1964).	MFV.1191	G Forbes (Peterhead)	46	Completed mercantile <i>Christian</i> (1946), <i>Ayia Elenis</i> (1960).
MFV.1156	-do-	11.44	Mercantile <i>Lee On 12A</i> (1958).	MFV.1192	-do-	46	Completed mercantile <i>Primula</i> (1946).
MFV.1157	-do-	11.44	For sale Cochin ..../9/46.	MFV.1193	R Irvin (Peterhead)	 7.45	Sold 25/3/46 for mercantile conversion.
MFV.1158	-do-	 1.45	Mercantile <i>Southern Capital</i> (1948), <i>Perambulator</i> (1953), <i>Yau Him</i> (1956).	MFV.1194	-do-	 7.45	Sold 25/3/46 for mercantile conversion.
MFV.1159/1160	C Morris (Rye)	.....	Cancelled ..../45.	MFV.1195	W Reekie (St Monance)	47	Completed mercantile <i>Clupea</i> (1947), <i>Clupea II</i> (1968).
Ordered 21/8/44				MFV.1196	W Reekie (Anstruther)	47	Completed mercantile <i>Nautilus</i> (1947); lost cause & place unknown 11/1/72.
MFV.1161	G Forbes (Peterhead)	11.45	Sold Fareham 1/12/59.	MFV.1197	Clapson (Barton)	11.45	Scrapped ..../62.
MFV.1162	-do-	12.45		MFV.1198	-do-	 2.46	SCC (Shooters Hill – 1956), SCC (Fleetwood – 1959/74), SCC (Shooters Hill – 1976).
MFV.1163	W Reekie (Anstruther)	 9.45	POMONA (1949); wrecked Carness Point 21/11/54.	MFV.1199	J D Doig (Grimsby)	 7.45	Sold 25/3/46 for mercantile conversion.
MFV.1164	-do-	11.45	Sold Greenock 4/1/72.	MFV.1200	-do-	11.45	Sold 29/1/65.
MFV.1165	W Reekie (St Monance)	12.45	SCC (Ipswich – 1957/60), mercantile <i>Boolvogue</i> (1963),	MFV.1201/1202	Husband's (Marchwood)	.....	Cancelled 6/9/45.
MFV.1166	W Reekie (Anstruther)	 2.46	Mercantile <i>Jessie Sinclair</i> (1949).	MFV.1203	J W & A Upham (Brixton)	10.45	Mercantile <i>Altmark</i> (1959); stranded place unknown ..../61 & written-off as constructive total loss.
MFV.1167	Clapson (Barton)	 7.45	Sold 16/9/46 for mercantile conversion.	MFV.1204	-do-	 1.46	ESCORT (1952); sold Gosport 5/6/67.
MFV.1168	-do-	 8.45	Mercantile <i>Gold Seeker</i> (1956); lost cause & place unknown ..../57 & written-off as constructive total loss.	MFV.1205	-do-	47	Completed mercantile <i>Ekede</i> (1947); lost cause & place unknown ..../71.
MFV.1169	Humphrey & Smith (Grimsby)	 2.45	French Navy MFV.606 (1946/54).	MFV.1206	Philip (Dartmouth)	 9.45	Mercantile <i>Thor</i> (1971).
MFV.1170	-do-	 4.45	Mercantile <i>Cornucopia</i> (1947), <i>Fairisle</i> (1970).	MFV.1207	-do-	10.45	Sold Plymouth 19/8/66.
MFV.1171	-do-	 5.45	Sold 18/6/46 for mercantile conversion.	MFV.1208	-do-	12.45	Sold Poole 29/5/57.
MFV.1172	-do-	 6.45	Mercantile <i>William Stephenson</i> (1952).	Ordered 29/11/44			
MFV.1173	J S Doig (Grimsby)	 5.45	Sold 25/3/46 for mercantile conversion.	MFV.1209	Herd & McKenzie (Buckie)	46	Completed mercantile <i>Ashgrove</i> (1946), <i>Spes Clara</i> (1958).
MFV.1174	-do-	 6.45	Sold 12/5/46 for mercantile conversion.	MFV.1210	-do-	.....	Cancelled 6/9/45.
MFV.1175	Philip (Dartmouth)	 6.45	Mercantile <i>Philomena</i> (1948).	MFV.1211	J & G Forbes (Sandhaven)	47	Completed mercantile <i>Gowanlea</i> (1947).
MFV.1176	-do-	 7.45	Sold Singapore ..../6/47.	MFV.1212	-do-	.....	Cancelled 6/9/45.
Ordered 9/10/44				MFV.1213	J Noble (Fraserburgh)	47	Completed mercantile <i>Muirneag II</i> (1947), <i>Easter Morn</i> (1956).
MFV.1177	Humphrey & Smith (Grimsby)	 9.45	SHERBROOK (1946), MARRYAT (1946), mercantile <i>Daring</i> (1958); foundered off Woolwich 21/3/73, salvaged & beached Gallions Reach.	MFV.1214	-do-	.....	Cancelled 6/9/45.
MFV.1178	-do-	10.45	Mercantile <i>Jack & Eric</i> (1948), <i>Trevessa</i> (1959).	MFV.1215	Wilson Noble (Fraserburgh)	 8.45	Mercantile <i>Blue Lizard</i> (1971).
MFV.1179	-do-	12.45	DUCKLING (1949/55), mercantile <i>Malvinas</i> (1962); sold 21/8/70.	MFV.1216	-do-	11.45	Mercantile <i>Boy James</i> (1948).
MFV.1180	-do-	48	Completed mercantile <i>Utopia</i> (1948), <i>Sea Wave</i> (1960).	MFV.1217	-do-	 2.46	Mercantile <i>Mary Watt</i> (1947), <i>Branch</i> (1953), <i>Tea Rose</i> (1957).
Ordered 26/10/44				MFV.1218	R Irvin (Peterhead)	10.45	Foundered collision MFV.1161 off North Scroby 4/12/45.
MFV.1181/1183	MacDuff Engineering & Shipbuilding	.....	Cancelled 6/9/45.	MFV.1219	-do-	10.45	Mercantile <i>Ocean Crest</i> (1972), <i>Ocean Pearl</i> (1972).
MFV.1184	J & G Forbes (Sandhaven)	 6.45	Sold Shandon 15/4/59.	MFV.1220	Clapson (Barton)	47	Completed mercantile <i>Unison</i> (1947).
				MFV.1221	J S Doig (Grimsby)	11.45	Mercantile <i>Lady Valinda</i> (1948).
				MFV.1222	-do-	47	Completed mercantile <i>Arabia</i> (1947); burnt-out place unknown/69.

Ordered 20/12/44

MFV.1223	Berthon Boat (Lymington)	11.45	Mercantile <i>Susan M</i> (1948); lost—believed mined—place unknown 25/11/57.
MFV.1224	-do-	47	Completed mercantile <i>La Malla</i> (1947).

Ordered 2/3/45

MFV.1225	Berthon Boat (Lymington)	47	Completed mercantile <i>Elm</i> (1947), <i>Crimond</i> (1959).
MFV.1226	-do-	48	Completed mercantile <i>Girl Betty</i> (1948); wrecked place unknown 14/4/64.
MFV.1227	-do-	.....	Cancelled 6/9/45.
MFV.1228/ 1230	Wilson Noble (Fraserburgh)	.....	Cancelled 6/9/45.
MFV.1231/ 1232	R Irvin (Peterhead)	.....	Cancelled 6/9/45.
MFV.1233	-do-	 2.46	Mercantile <i>Margaret Reid</i> (1947), <i>Ocean Gain</i> (1959).
MFV.1234	-do-	 2.46	Mercantile <i>Southern Cross</i> (1947), <i>Xmas Morn</i> (1962), <i>Isle of Skye</i> (1968).
MFV.1235/ 1236	J & G Forbes (Sand- haven)	.....	Cancelled 6/9/45.
MFV.1237/ 1238	Humphrey & Smith (Grimsby)	.....	Cancelled 6/9/45.
MFV.1239	Philip (Dartmouth)	 2.46	Sold Fareham 10/11/50.
MFV.1240	-do-	49	Completed mercantile <i>Sandy Bay</i> (1949), <i>Silver Reward</i> (1953); lost cause & place unknown 8/12/64 & written-off as constructive total loss.

Ordered 26/4/45

MFV.1241	-do-	.....	Cancelled ..../45.
MFV.1242	J S Doig (Grimsby)	47	Completed mercantile <i>Fortitude</i> (1947).
MFV.1243	-do-	.....	Cancelled 6/9/45.
MFV.1244	G Forbes (Peter- head)	.....	Cancelled 6/9/45.
MFV.1245	Clapson (Barton)	.....	Cancelled 6/9/45.
MFV.1246	Clapson (Barton)	.....	Cancelled 6/9/45.
MFV.1247	Humphrey & Smith (Grimsby)	.....	Cancelled 6/9/45.
MFV.1248	J S Doig (Grimsby)	.....	Cancelled 6/9/45.

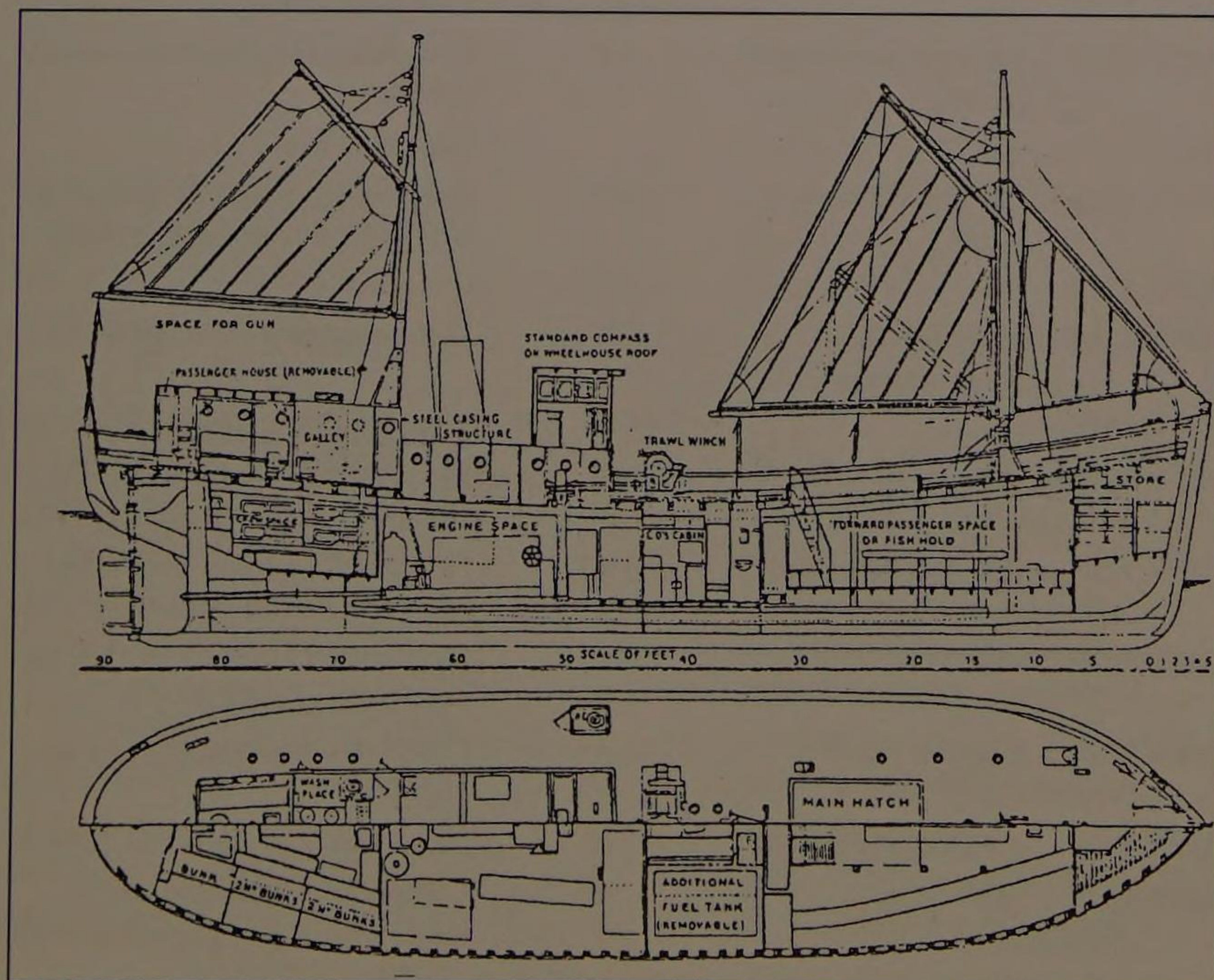
MFV.1249/ Philip (Dartmouth) Cancelled 6/9/45.
1250

Ordered 7/8/45

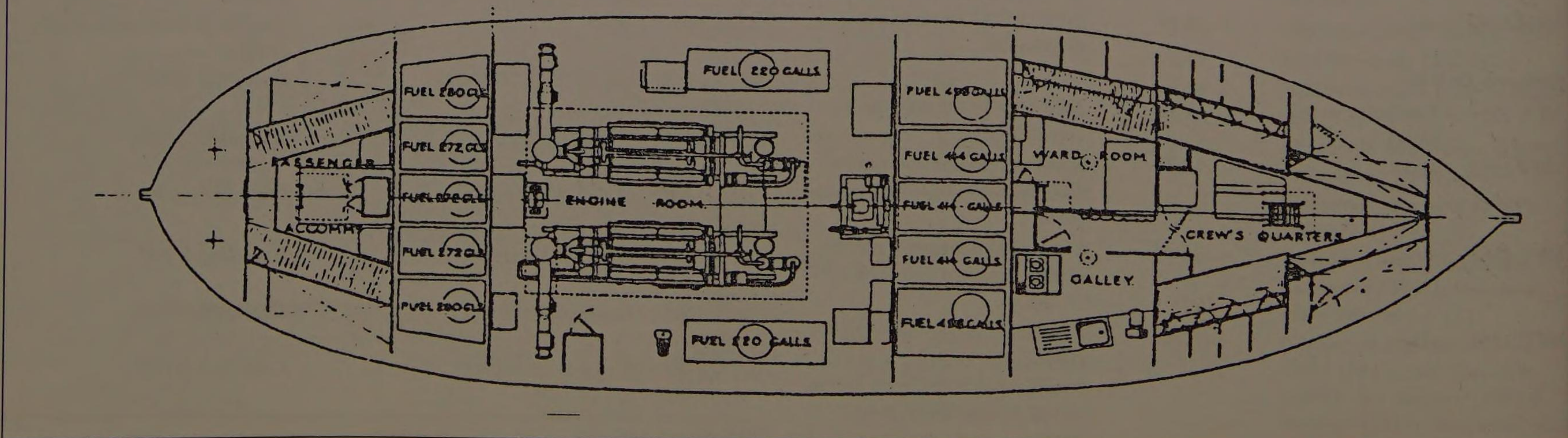
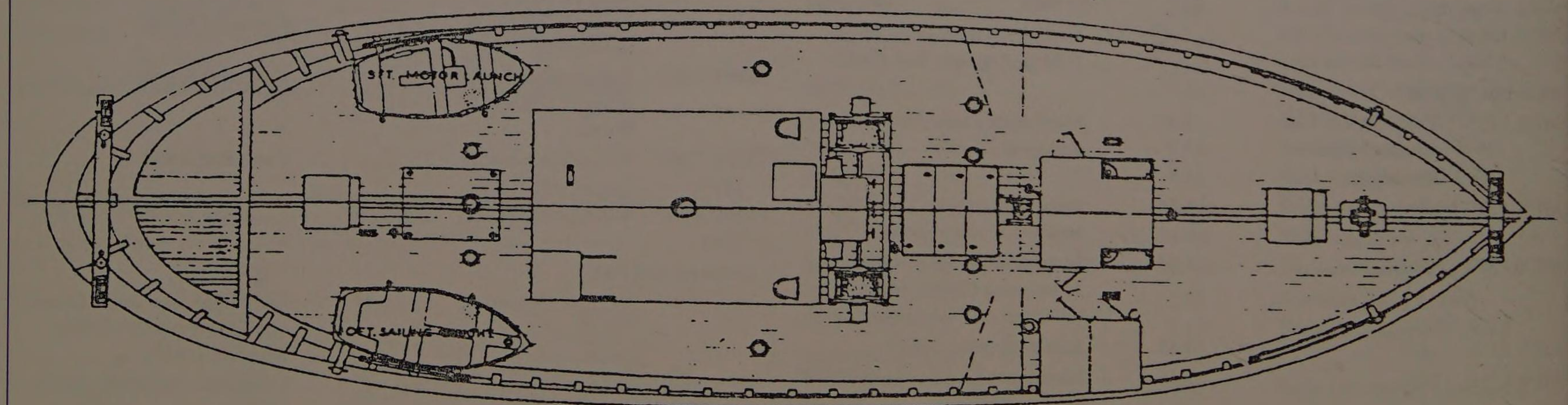
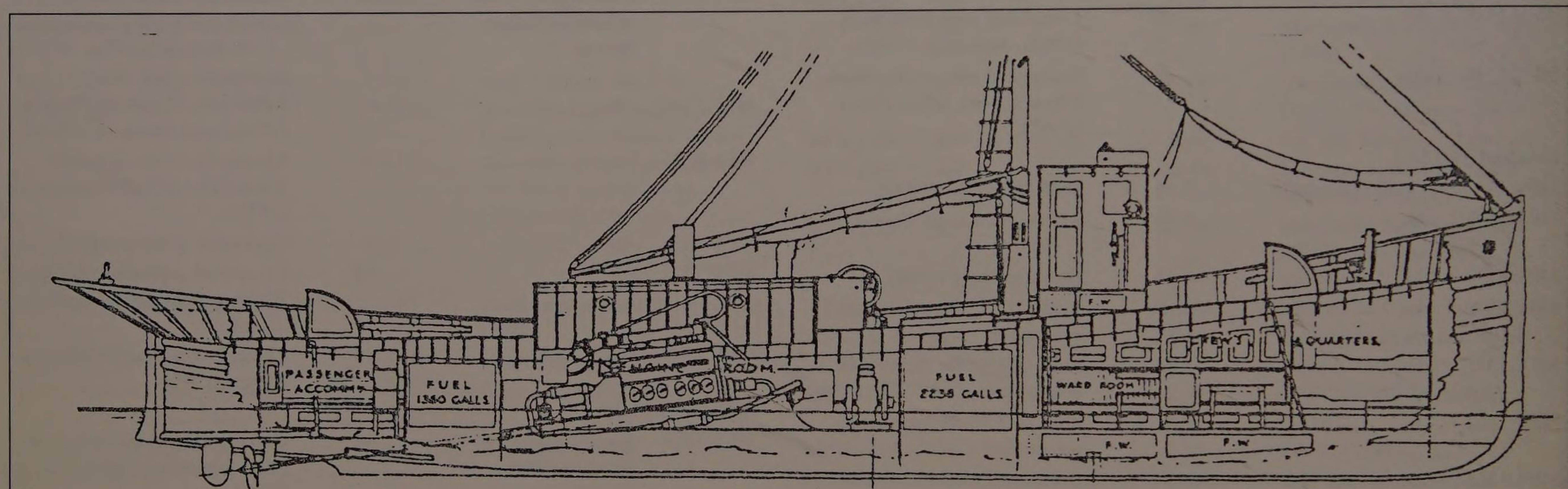
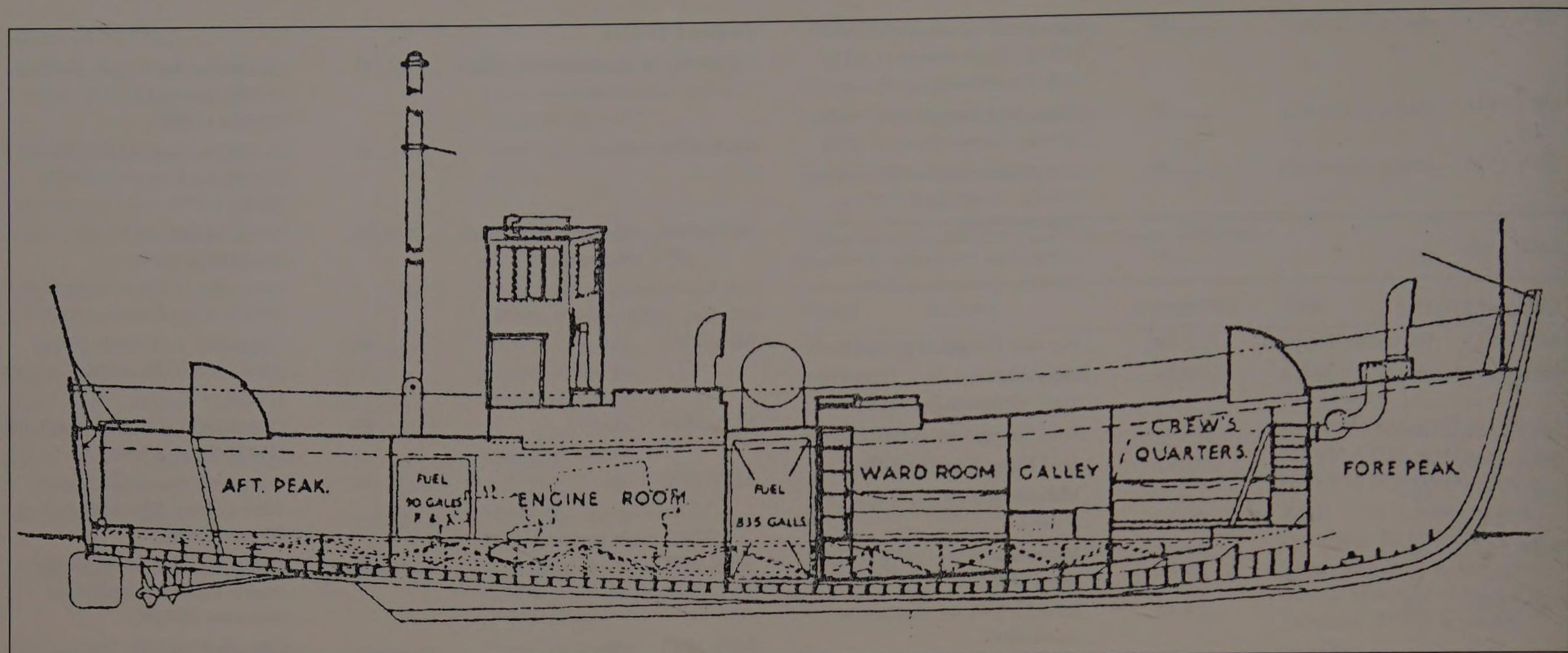
MFV.1251/ 1252	R Irvin (Peterhead)	.....	Cancelled 6/9/45.
MFV.1253	W Reekie (St Mon- ance)	.....	Cancelled 6/9/45.

Machinery contracts: Lister Blackstone (Dursley).

Name	Builder	Completed	Fate
Ordered 27/11/42			
MFV.1501	Richards Ironworks (Lowestoft)	10.43	RASC (1945); mercantile <i>Shelley Boy</i> (1948)?
MFV.1502	-do-	14. 1.44	RASC YARMOUTH NAVIGATOR (1947), NAVIGATOR (1991).
MFV.1503	-do-	 1.44	RASC (1945), wrecked near Portaferry 22/12/46.
MFV.1504	-do-	 3.44	Mercantile <i>Betty Leslie</i> (1948), <i>Boston Mosquito</i> (1960), <i>April Diamond</i> (1973); scrapped .././75.
MFV.1505	-do-	 4.44	Sold Singapore 28/8/59.
MFV.1506	-do-	 5.44	Mercantile <i>Eta</i> (1948), <i>Arduous</i> (1956).
MFV.1507	-do-	 6.44	Mercantile <i>Heather George</i> (1958), <i>Cornishman</i> (1972).
MFV.1508	-do-	 9.44	For sale Rangoon ../3/46.
MFV.1509	-do-	10.44	Mercantile <i>Marika</i> (1946), <i>Marakkar</i> (1955).
MFV.1510	-do-	12.44	Mercantile <i>Nakhoda Ragan</i> (1947), <i>Sarawak</i> (1952); scrapped .././74.
MFV.1511	-do-	 5.45	Mercantile <i>Gypsy Lady</i> (1948).
MFV.1512	-do-	 6.45	Foundered en route Cochin/ Penang 28/1/46.
MFV.1513	F Curtis (Par)	 2.44	RASC (1947), IIN SIRRY (1949).
MFV.1514	-do-	 2.44	RASC (1948).
MFV.1515	-do-	 2.44	Sold damaged condition 23/5/46.
MFV.1516	-do-	 2.44	RASC (1946), mercantile <i>Kristin</i> (1947), <i>Albacore</i> (1952), scuttled off South Africa .././75.
MFV.1517	-do-	 7.44	Mercantile <i>Maid of Pinto</i> (1950), <i>Lorraine</i> (1954).
MFV.1518	-do-	 8.44	For sale Rangoon ../3/46.
MFV.1519	-do-	 9.44	Sold Singapore 30/4/81.
MFV.1520	-do-	10.44	Burmese Navy (1947).
MFV.1521	-do-	11.44	Sold Singapore 2/9/47.
MFV.1522	-do-	12.44	For sale Rangoon ../3/46.
MFV.1523	-do-	 1.45	Burmese Navy (1946).
MFV.1524	-do-	 2.45	For sale Singapore ../4/47.
Ordered 4/12/42			
MFV.1525	F Curtis (Par)	 4.45	Sold 18/3/46 for mercantile conversion.
MFV.1526	-do-	 5.45	Mercantile <i>Deep Diver</i> (1972).
MFV.1527	-do-	 9.45	Sold Plymouth 19/1/76.
MFV.1528	-do-	 9.45	Sold Portsmouth 26/6/70 & laid- up.
MFV.1529	-do-	 9.45	Mercantile <i>Maravanne</i> (1948), <i>Yellowstone</i> (1959).
MFV.1530	-do-	11.45	Mercantile <i>Alorburn</i> (1948), <i>Yellowfin</i> (1958).
MFV.1531	-do-	 1.46	TOILER (1946), mercantile <i>Cairnburn</i> (1963); foundered place unknown.././73.
MFV.1532	-do-	47	Completed mercantile <i>Herm Coast</i> (1947), <i>Sea Monarch</i> (1948), <i>Red Snapper</i> (1952), <i>Snapper</i> (1953); foundered place unknown 16/10/68.

Below: General arrangement of "MFV-1501" class motor fishing vessels.

MFV.1533	-do-	46	Completed mercantile <i>Bonby</i> (1946), <i>Quiet Waters</i> (1952); sold Casablanca .././65.	Ordered 26/2/44	MFV.1565	Wivenhoe Shipyard	47	Completed mercantile <i>Enderby</i> (1947), <i>Marogg</i> (1952), <i>Arne Hovden</i> (1965).
MFV.1534	-do-	46	Completed mercantile <i>Grasby</i> (1946), <i>Doonie Braes</i> (1955).	MFV.1566	-do-		48	Completed mercantile <i>Valonia</i> (1948), <i>Loch Eynort</i> (1962), <i>Skellig</i> (1973).
MFV.1535	-do-	48	Completed mercantile <i>Ingoldby</i> (1948), <i>Arne Görth</i> (1951), <i>Orkide</i> (1966).	MFV.1567	Richards Ironworks (Lowestoft)	 9.45		RASC MARCHWOOD MARINER (1955/63), mercantile <i>Delia Robertson</i> (1965), <i>Deep Venturer</i> (1971).
MFV.1536	-do-	48	Completed mercantile <i>Harrowby</i> (1948), <i>Vesper Star</i> (1961).	MFV.1568	-do-		46	Completed mercantile <i>David Allen</i> (1946), <i>Elizabeth Caroline</i> (1962).
Ordered 27/11/42				MFV.1569	-do-		47	Completed mercantile <i>Dunnottar</i> (1947), <i>Draken</i> (1962).
MFV.1537	Wivenhoe Shipyard	 2.44	For sale Hong Kong .././55.	MFV.1570	-do-		46	Completed mercantile <i>Agnes Allen</i> (1946), <i>Elizabeth Ann Webster</i> (1962).
MFV.1538	-do-	 6.44	Mercantile (1947), <i>Sinar Lampoeng</i> (1966).	MFV.1571	-do-		48	Completed mercantile <i>Twilit Waters</i> (1948); mined place unknown 10/4/51.
MFV.1539	-do-	 9.44	Sold Singapore 24/3/47.	MFV.1572	-do-		.....	Cancelled .././45.
MFV.1540	-do-	 2.45	Sold Hong Kong 11/3/50.	MFV.1573	East Anglian Constructors (Oulton Broad)	 1.46		Mercantile <i>Roger Bushell</i> (1948); burnt-out place unknown .././75 & written-off as constructive total loss.
MFV.1541	-do-	45	Malayan RNVR PANGLIMA (1948).	MFV.1574	-do-	 9.45		RINGTAIL (1945/46), PEGGY (1958); sold Greenock 22/6/65.
MFV.1542	-do-	 4.45	Mercantile <i>Ala</i> (1948), <i>William Allen</i> (1956).	MFV.1575	-do-	10.45		Mercantile <i>Brenjean</i> (1948), <i>Karmoytral</i> (1961), <i>Karmoygutt</i> (1975).
MFV.1543	-do-	 4.45	Sold 25/3/46 for mercantile conversion.	MFV.1576	-do-	 4.46		Mercantile <i>Platessa</i> (1945).
MFV.1544	-do-	 8.45	Sold Chatham 9/11/73.	MFV.1577	-do-	48		Completed mercantile <i>Starlit Waters</i> (1948); sold Casablanca .././64.
MFV.1545	-do-	46	Completed mercantile <i>Iago</i> (1946), <i>Moreleigh</i> (1960).	MFV.1578	-do-	48		Completed mercantile <i>Moonlit Waters</i> (1948).
MFV.1546	-do-	46	Completed mercantile <i>Elijah Perret</i> (1946), <i>Marie Claire</i> (1962).	Ordered 28/7/44				
Ordered 19/12/42				MFV.1579	East Anglian Constructors (Oulton Broad)	46		Completed mercantile <i>Aylesby</i> (1946); burnt-out place unknown 9/5/51.
MFV.1547	G Hall (Plymouth)	 3.44	Sold Plymouth 19/8/60.	MFV.1580	Richards Ironworks (Lowestoft)	.....		Cancelled 6/9/45.
MFV.1548	-do-	 6.44	Mercantile <i>Kanya Kumani</i> (1953).	MFV.1581	East Anglian Constructors (Oulton Broad)	.....		Cancelled 6/9/45.
MFV.1549	-do-	 8.44	Burmese Navy (1946).	MFV.1582/1585	Richards Ironworks (Lowestoft)	.....		Cancelled 6/9/45.
MFV.1550	-do-	12.44	Sold 23/1/47 for mercantile conversion.	MFV.1586/1588	Wivenhoe Shipyard	.....		Cancelled 6/9/45.
MFV.1551	-do-	 3.45	Sold 18/4/47 for mercantile conversion.	Ordered 28/11/44				
MFV.1552	-do-	 9.45	Sold 18/3/46 for mercantile conversion.	MFV.1589	F Curtis (Totnes)	47		Completed mercantile <i>Clixby</i> (1947), <i>Ramsholm</i> (1952), <i>Nordfolk</i> (1954).
MFV.1553	-do-	46	Completed mercantile <i>Laxamine</i> (1946).	MFV.1590	-do-	47		Completed mercantile <i>Digby</i> (1947).
MFV.1554	-do-	47	Completed mercantile <i>Firgby</i> (1947), <i>Friendly Star</i> (1952).	MFV.1591	-do-	48		Completed mercantile <i>Keelby</i> (1948).
Ordered 18/2/43				MFV.1592/1594	-do-	.....		Cancelled 6/9/45.
MFV.1555	East Anglian Constructors (Oulton Broad)	 2.44	Mercantile <i>Violet Flower</i> (1948); scrapped .././67.	MFV.1595/1599	F Curtis (Par)	.....		Cancelled .././45.
MFV.1556	-do-	 4.44	Sold Dunfermline 17/12/56, beached & rotted away.	MFV.1600	G Hall (Plymouth)	.....		Cancelled .././45.
MFV.1557	-do-	 6.44	Mercantile <i>William Rhodes Moorhouse</i> (1948); lost cause unknown off Fishguard 16/4/68	Ordered 14/6/45				
MFV.1558	-do-	 4.45	Sold Singapore ../4/47.	MFV.1601/1604	F Curtis (Totnes)	.....		Cancelled 6/9/45.
MFV.1559	-do-	 2.45	Mercantile <i>Vanguard</i> (1948), <i>De Quincy</i> (1953).	MFV.1605/1606	Wivenhoe Shipyard	.....		Cancelled 6/9/45.
MFV.1560	-do-	 5.45	Sold 16/9/48 for mercantile conversion.	MFV.1607	Richards Ironworks (Lowestoft)	.....		Cancelled 6/9/45.
Ordered 20/2/44				Machinery contracts: Crossley (Stockport).				
MFV.1561	Rowhedge Ironworks	 6.45	Sold 16/9/46 for mercantile conversion.					
MFV.1562	-do-	10.45	RASC (1945/46), mercantile <i>Pakefield</i> (1947), <i>Lune Venture</i> (1965).					
MFV.1563	-do-	46	Completed mercantile <i>Kirkley</i> (1946); wrecked Scroby Sand .././63.					
MFV.1564	-do-	46	Completed mercantile <i>Sabella</i> (1946), RN SYBELLA (1953), stranded place unknown 7/7/56, salvaged & mercantile <i>St Clair</i> (1958).					



Name	Builder	Completed	Fate
Requisitioned ../11/42			
MFV.2001/2012			Numbers not used.
MFV.2013 ex- <i>Mutin</i>		27	Returned ../1/46.
MFV.2014 ex- <i>St Denise-Louise</i>		35	Returned ../1/46.
MFV.2015/2016			Numbers not used.
MFV.2017 ex- <i>Serenini</i>		35	Returned ../1/46.
MFV.2018/2019			Numbers not used.
Requisitioned ../3/43			
MFV.2020 ex- <i>Le Dinan</i>		.....	Returned 28/11/45.
MFV.2021 ex- <i>Ar Louscoul</i>		.....	Returned ../11/44.
MFV.2022 ex- <i>President Herriot</i>		.....	Returned ../11/44.
MFV.2023 (Cowes)		43	French Navy, ANGELE ROUGE (19..); sold 20/9/47
MFV.2024 ex-.....		.....	Returned ../11/44.
MFV.2025 ex- <i>Fee dos Eaux</i>		.....	Returned ../8/45.
MFV.2026 ex- <i>Sirene</i>		.....	Returned ../10/44.
MFV.2027 ex- <i>Le Korri-gan</i>		.....	Returned .././45.
MFV.2028 ex- <i>L'Oeuvre</i>		38	Returned ../8/45.
Requisitioned .././43			
MFV.2029 ex- <i>MFV. 1055</i> (i)	Berthon Boat (Lymington)	 1.43	Mercantile <i>Mariangela</i> (1947); lost cause unknown off Cape Mazagan ../9/50.
MFV.2030 ex- <i>MFV. 1056</i> (i)	-do-	44	Sold Hamble 1/10/47.
Requisitioned ../7–8/43			
MFV.2031 ex- <i>Erling</i>		.....	Returned ../11/44.
MFV.2032 ex- <i>Trebouliste</i>		33	Returned ../4/45.

Left: General arrangement of “MFV.2023” (upper) and “MFV.2029” (lower) motor fishing vessels.

Requisitioned ../11/43			
MFV.2033 ex- <i>Welcome</i>		.....	For sale ../3/46.
MFV.2034 ex- <i>Sea Wolf</i>		.....	Sold Gibraltar 28/1/49.
MFV.2035 ex- <i>Sea Dog</i> , ex- <i>Vainqueur</i>		.....	Returned .././46.
MFV.2036 ex- <i>St Vincente</i>		.....	Returned .././45.
Requisitioned ../7/43			
MFV.2037 ex- <i>Cyrus Joseph</i>		.....	Returned .././46.
Requisitioned ../2/43			
MFV.2038 ex- <i>Annonciade</i>		.....	Returned .././45.
Requisitioned ../11–12/43			
MFV.2039 ex- <i>Sea Star</i>		.....	Returned ../2/46.
MFV.2040 ex- <i>Sea Maid</i>		.....	Returned .././45.
MFV.2041 ex- <i>Sea Flower</i>		.....	Returned ../2/46.
MFV.2042 ex- <i>Sea Giant</i>		.....	Returned ../2/46.
MFV.2043 ex- <i>Nordkyston</i>		.....	Returned ../9/45.
Requisitioned ../4/45			
MFV.2044		.....	Returned ../2/46.
MFV.2045		.....	Returned ../2/46.
Requisitioned ../2/46			
MFV.2046 ex- <i>Edouardo</i>		.....	Returned ../10/46.
Requisitioned ../11/45			
MFV.2047 ex- <i>Yankee</i>		.....	Returned ../2/46.

Machinery contracts: Unknown.

Name	Builder	Completed	Fate
Ordered 6/6/45			
MFV.3001	J & J Lawrence (Leith)	 9.45	Mercantile <i>Faithfull</i> (1948), <i>Concord II</i> (1969), <i>Enterprise</i> (1970).
MFV.3002	-do-	10.45	Mercantile <i>Pilot Me</i> (1948).
MFV.3003	-do-	46	Completed mercantile <i>Storm King</i> (1946), <i>Fidelity</i> (1956).

Machinery contracts: Chrysler (.....).

(1) Sub-contracted to Dorset Yacht (Hamworthy) (2) All sub-contracted by Fairmile (Chertsey) to various boatyards (3) Sub-contracted to Husband’s Yacht (Marchwood) (4) Fitted-out by Husband’s Yacht (Marchwood)

General Purpose Vessels

Name	Builder	Completed	Fate
Ordered .././43			
GPV.947	Green Point (Sydney)	22. 8.44	RAN, PANDION (19..); scrapped .././51.
GPV.948	-do-	4.10.44	RAN, LIMICOLA (19..); sold .././58.
GPV.949	-do-	19.12.44	RAN, LARUS (19..); sold .././59.
GPV.950	-do-	3.11.44	RAN, LIMOSA (19..); sold .././46.
GPV.951	-do-	19. 3.45	RAN, TRINGA (19..); sold 2/12/59.

GPV.952	-do-	30. 5.45	RAN, STERNA (19..); mercantile <i>Huon</i> (1960).
GPV.953	-do-	28. 8.45	RAN, stranded 19/1/54 & salvaged; sold .././56.
GPV.954	-do-	17. 8.45	RAN, RN (1951); sold Kiaw Huat (Singapore) 21/7/59.
GPV.955	-do-	17. 8.45	RAN, WARREEN (19..), training ship (19..); sold .././51.
GPV.956	-do-	20. 8.45	RAN, RN (1951); sold Kiaw Huat (Singapore) 21/7/59.
GPV.957	-do-	28. 8.45	RAN; sold ../3/68.
GPV.958	-do-	6. 9.45	RAN; sold ../10/82.

GPV.959	-do-	19. 9.45	RAN, RN (1951); sold Singapore 21/7/59.	GPV.969	-do-	.....	RAN; scrapped incomplete .././45.
GPV.960	-do-	5.10.45	RAN; sold .././57.	GPV.970	-do-	.....	RAN; scrapped incomplete .././45.
GPV.961	-do-	19.10.45	RAN, ALBATROSS (1956), CRESWELL (1965); sold 13/5/71.	GPV.971	-do-	.....	RAN; scrapped incomplete .././45.
GPV.962	-do-	5.11.45	RAN, WALRUS (19..); sold 23/8/71.	GPV.972	-do-	.....	RAN; scrapped incomplete .././45.
GPV.963	-do-	26.11.45	RAN, RN (1951); sold Singapore 21/7/59.	GPV.973	-do-	.....	RAN; scrapped incomplete .././45.
GPV.964	-do-	12.45	RAN, MINDARI (19..); sold .././56.	GPV.974	-do-	.....	RAN; scrapped incomplete .././45.
GPV.965	-do-	16. 1.46	RAN, NYANIE (1949); sold .././56.	GPV.975	-do-	.....	RAN; scrapped incomplete .././45.
GPV.966	-do-	7. 5.46	RAN, BROLGA (1954); sold 2/12/59.	GPV.976	-do-	.....	RAN; scrapped incomplete .././45.
GPV.967	-do-	13. 5.46	RAN, JABIRU (19..); sold 2/12/59.	GPV.977	-do-	.....	RAN; scrapped incomplete .././45.
GPV.968	-do-	28. 5.46	RAN, TALLAROOK (19..); mercantile .....(1969).	Machinery contracts: Nos. 949/953 Atlas (København); Nos. 948, 954/ 960, 962/964 Blackstone (.....); Nos. 961, 965/968 Crossley (Stockport); No. 947 Ruston & Hornsby (Lincoln); Nos. 969/978 unknown.			

Diving Tenders

Mercantile conversions: HUNTER, OTTER.

45 tons: (pp)/55 (oa) × 14¾ ×d/6¼ feet: one shaft, diesel engine BHP = ... knots, O.F. gallons (.....nm @ ...k): complement 7.

Name	Builder	Completed	Fate
Purchased 11/11/43			
OTTER	R Adams (Sydney)	42	RAN; sold .././68.
Purchased 14/5/45			
HUNTER	W Holmes (Sydney)	42	RAN, sold 25/10/47 for mercantile conversion; lost stress of weather place & date unknown.

Machinery contracts: Unknown.

Coastal Transports

United States Navy type: FT.1/30.

Displacement: 125 tons (238 tons full load).
Dimensions: 103 (pp)/110 (oa) × 21¼ ×d/6 (11 full load) feet.
Machinery: One shaft, cyl (bore ...in × ..in stroke) diesel engine BHP 400 = 10 knots.
Bunkers & radius: O.F. tons,nm @ 10k.
Armament: Four 20mm AA (4×1) guns.
Complement: 20.

Name	Builder	Completed	Fate
Ordered .././42			
FT.1	Warren Boats (Road Island)	43	Returned USN .././46.
FT.2	-do-	43	Returned USN .././46.
FT.3	-do-	43	Returned USN .././46.
FT.4	-do-	43	Returned USN .././46.

FT.5	H G Marr (Damari-scotta)	43	TENDERFOOT (1944); returned USN .././46.
FT.6	-do-	43	Returned USN .././46.
FT.7	Camden Shipbuilding	43	Repair ship ASTRAVAL (1944); returned USN .././47.
FT.8	-do-	43	Returned USN .././46.
FT.9	-do-	43	RDF tender (1945); returned USN .././46.
FT.10	-do-	43	Returned USN .././46.
FT.11	Hogdon (East Boothbay)	43	RHN VELESTINON (1943).
FT.12	-do-	43	RHN ELASSON (1944).
FT.13	Bristol Yacht	43	RHN KALAVRYTA (1944).
FT.14	-do-	43	Returned USN .././46.
FT.15	W A Robinson (Ipswich)	43	RHN DISTIMON (1944).
FT.16	-do-	43	TENDERHEART (1944); returned USN .././46.

FT.17	-do-	43	Returned USN .././46.	FT.25	-do-	43	Returned USN .././46.
ex-APc.77				ex-APc.68			
FT.18	-do-	43	Returned USN .././46.	FT.26	-do-	43	Returned USN .././46.
ex-APc.78				ex-APc.69			
FT.19	-do-	43	Returned USN .././46.	FT.27	-do-	43	Returned USN .././47.
ex-APc.79				ex-APc.70			
FT.20	H G Marr (Damari-	43	Returned USN .././46.	FT.28	Bristol Yacht	43	RHN ANKHIALOS (1944).
ex-APc.57	scotta)			ex-APc.73			
FT.21	Camden Shipbuild-	43	Returned USN .././46.	FT.29	-do-	43	Returned USN .././46.
ex-APc.62	ing			ex-APc.74			
FT.22	-do-	43	Returned USN .././46.	FT.30	Noank Shipbuilding	43	Returned USN .././46.
ex-APc.63				ex-APc.97			
FT.23	-do-	43	Returned USN .././46.	Machinery contracts:			
ex-APc.64							
FT.24	Hogdon (East	43	RHN LEHOVON (1944).				
ex-APc.67	Boothbay)						

Guardships

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 31/8/39					
.....	ST MAGNUS	Hall Russell (Aberdeen)	Hall Russell (Aberdeen)	7.24	Returned 7/8/40.
Requisitioned 1/9/39					
.....	GOODWIN	.....	.....	.....	Auxiliary AA vessel (1941).

Research Vessel

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned ../6/40					
.....	HARBINGER	Inglis (Pointhouse)	 (1)	05	Scrapped Netherlands .././58.

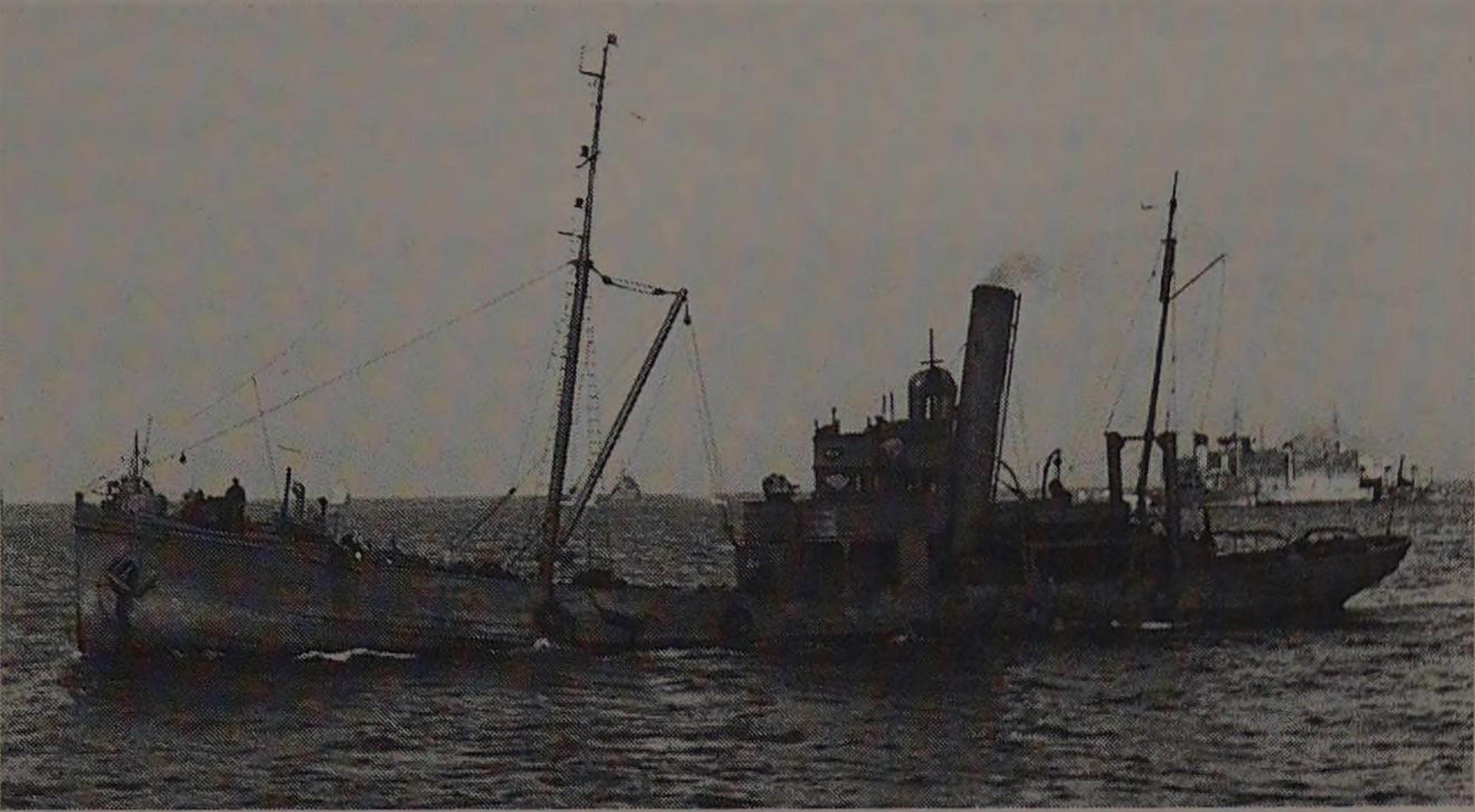
(1) Machinery & paddles removed.

Convoy Rescue Ship

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Completed	Fate
Requisitioned 1/9/39					
.....	GOODWIN	.....	.....	.....	Returned ../4/46.

Miscellaneous Vessels

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././..							
.....	VICTORIA & ALBERT	Pembroke Dockyard	Humphrys & Tennant (.....)	.....	9. 5.99	.....	Sold ..... .././54, arived Faslane .././54 for scrapping.
Purchased 20/3/08							
X.77	HARLEQUIN ex-Strathmore	Russell	Rankin & Blackmore	.....	11. 3.97	.....	Wrecked on passage Chatham/Clyde ../9/42 & wreck sold ../3/43 for scrapping.
X.76	NIMBLE ex-Roslin Castle	Hawthorn	Hawthorn	.....	14. 3.06	.....	Sold 11/10/48 for scrapping.
Ordered 15/3/15							
F.06	MEDUSA ex-M.29	Harland & Wolff (Belfast)	Harland & Wolff (Belfast)	23. 3.15	22. 5.15	20. 6.15	Depot ship TALBOT (1941), MEDWAY II (1943), MEDUSA (1944); sold 9/9/46 & scrapped.
F.04	MELPOMENE ex-M.31	-do-	-do-	 3.15	22. 5.15	24. 6.15	Torpedo training vessel (19..), MENELAUS (1940); sold J Cashmore .././47, arrived Llanelli ../1/48 for scrapping.
F.00	MINERVA ex-M.33	Workman Clark (Bel-fast)	Workman Clark (Bel-fast)	 3.15	22. 5.15	24. 6.15	Harbour tanker (19..), hulked boom defence workshop (C.23 – 1944).



Above: The converted trawler *King Lear* was used for target towing, and was armed with two twin .303in AA machine guns on the lower bridge wings. (IWM)

Right: The yacht *Hiniesta* served as a calibration vessel, and is here shown flying the Royal Standard with King George VI embarked inspecting the Londonderry escort force.

Below: Despite her age the Royal yacht *Victoria and Albert* was in good condition, and was used as an accommodation ship. (G. A. Osbon)



Ordered 28/4/30

T.82	NIGHTINGALE	Portsmouth Dockyard			30. 9.31		Sold/58, arrived Southampton ../2/58 for scrapping.
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Ordered 15/2/32

T.83	VERNON ex-Skylark	Portsmouth Dockyard			15.11.32		VESUVIUS (1941); sold/58, arrived Southampton ../2/58 for scrapping.
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Ordered 12/5/33

T.25	ELFIN	White (Cowes)	White (Cowes)		20.11.33		NETTLE (T.94 – 1941); sold 1957.
T.36	REDWING	-do-	-do-		19.10.33		Sold 1957.

Ordered .././..

T.92	DWARF	Philip (Dartmouth)	Philip (Dartmouth)		36		
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Ordered .././..

X.97	MAGICIAN	Ailsa (Troon)	Ailsa (Troon)		27. 9.93		Army hospital ship (1940), RN MAGICIAN II (1946); sold/52, arrived Faslane ../52 for scrapping.
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Floating Docks

The docking arrangements available to the Royal Navy at the outbreak of the Second World War were adequate to meet the peace-time demands for regular and routine overhauls, and there was little reserve capacity other than the commercial facilities. Owing to their high capital costs, the number of graving docks was limited, and they could only be established where site conditions were favourable. These docks, however, were generally superior to the floating docks, they could be provided with direct access by rail and road; but they were static, and so subject to enemy air attack.

The floating docks had the considerable advantage of mobility; but they could only be moored where there was a sufficient depth of water in order fully to utilise their flood-down capability, and preferably in non-tidal areas otherwise their anchor chains had to be continuously worked. Unlike the commercial floating docks, the Admiralty units were fitted for towing, and were suitably strengthened to accommodate the concentrated weights that are a feature of warship design. To a small extent the floating docks were self-supporting in that their electric power was provided by diesel generators; the dock walls were utilised to provide repair and accommodation spaces for dock staff, and toilet and washing facilities for ships docked; and had cranes running along the top of the dock walls. As it was usually not possible to link a floating dock with the land, everything had to be transported by water, so that numerous small vessels and craft were in attendance.

To meet the heavy war-time demand for repairs, much of it as a result of action damage, the Admiralty first sought to acquire what floating docks were available; and then embarked on a modest programme of new construction. Up to 1941 orders were placed with traditional shipyards; but then the work was allocated to civil construction engineers—some located well inland—and final assembly could be as far afield as South Africa, India, Australia, etc. Later, reinforced concrete was introduced, not so much to save on steel, but because no great shipbuilding skills were required in the production of sections.

It was realised that the Pacific war would be fought far from established bases, and would therefore require considerable forward support provided by floating docks, and their accompanying repair and accommodation ships. Most of the floating docks ordered were under 1,000-ton lifts to serve the numerous small naval vessels—such as coastal craft, landing craft, etc.—that would be present in large numbers. The use of atomic bombs brought a sudden end to the Pacific war, so that the planned invasion of Japan was not finally necessary. Consequently, a halt was called on the vast armada that was being assembled; and among the resulting large-scale cancellations were those for the mainly small floating docks on order.

A numbering system was not introduced for Admiralty floating docks (AFDs) until 1925; and while roman numbers were first used, these were altered to arabic numbers in 1944. The dimensions given are overall length $\times$ clear width between dock walls $\times$ maximum depth of water over the keel block. The large floating docks were built in sections, and were usually broken down into two, or three, units for towing.

Floating dock: No. 1: 11,700-ton lift: 545 $\times$ 99 $\times$ 33 feet.

Floating dock: No. 2: 1,000-ton lift: 251 $\times$ 32 $\times$ 16 feet.

Floating dock: No. 3: 1,600-ton lift: 290 $\times$ 43 $\times$ 16 feet.

Floating docks: Nos. 4 & *5: 32,000-ton lift: 680 $\times$ 107 $\times$ 36 except * 682 $\frac{3}{4}$ $\times$ 105 $\frac{1}{2}$ $\times$ 36 feet.

Floating docks: Nos. 6 & *7: 2,000-ton lift (reduced to 1,800 tons in 1940) except * 2,200-ton lift: 280 except * 300 $\times$ 75 $\times$ 16 feet.

Floating dock: No. 8: 65,000-ton lift: 962 $\times$ 140 $\times$ 38 $\frac{1}{2}$ feet.

Floating docks: Nos. 9, *23, *35: 55,000-ton except * 50,000-ton lift: 857 $\frac{1}{2}$ $\times$ 126 $\frac{1}{2}$ $\times$ 40 feet.

Floating dock: No. 10: 50,000-ton lift: 391 $\frac{1}{4}$ $\times$ 62 $\frac{3}{4}$ $\times$ 17 $\frac{1}{4}$ feet.

Floating dock: No. 11: 60,000-ton lift: 859 $\frac{1}{2}$ $\times$ 130 $\times$ 38 feet.

Floating docks: Nos. 12, 17/22, 26: 2,750-ton lift: 380 $\times$ 50 $\times$ 19 feet.

Floating dock: No. 13: 60-ton lift: 80 $\times$ 22 $\times$ 6 feet.

Floating docks: Nos. 14/16 : 240-ton lift: 142 $\frac{1}{2}$ $\times$ 27 $\frac{1}{2}$ $\times$ 12 $\frac{1}{2}$ feet.

Floating dock: Nos. 24 & 32 (ii): 18,000-ton lift: 622 $\times$ 93 $\times$ 30 feet.

Floating dock: No. 25 (i): 3,000-ton lift: 482 $\times$ 49 $\times$ 21 feet.

Floating dock: No. 25 (ii): 3,000-ton lift: 425 $\times$ 49 $\times$ 19 feet.

Floating dock: No. 27: 59,000-ton lift: 477 $\frac{1}{4}$ $\times$ 63 $\frac{1}{2}$ $\times$ 19 $\frac{1}{2}$ feet.

Floating dock: No. 28: 1,100-ton lift (restricted to 500 tons): 180 $\times$ 51 $\times$ feet.

Floating dock: No. 29: 9,500-ton lift (restricted to 7,000 tons): 531 $\times$ $\times$ feet.

Floating dock: No. 30: 2,500-ton lift (restricted to 1,600 tons): 347 $\times$ 55 $\frac{3}{4}$ $\times$ 17 feet.

Floating docks: Nos. 31 & *92: 15,500-ton except * 15,200-ton lift: 584 $\times$ 86 $\times$ 25 $\frac{3}{4}$ feet.

Floating dock: No. 32 (i): 100,000-ton lift: 927 $\times$ 133 $\frac{1}{2}$ $\times$ 46 feet.

Floating dock: No. 33: 1,000-ton lift: 220 $\times$ 41 $\times$ 18 feet.

Floating dock: No. 34: 16,000-ton lift: 263 $\times$ 45 $\times$ 14 feet.

Floating docks: Nos. 36/38, 50/52: 400-ton lift: 216 $\times$ 46 $\times$ 6 feet.

Floating docks: Nos. 39/47: 750-ton lift: 215 $\frac{3}{4}$ $\times$ 45 $\times$ 14 feet.

Floating docks: Nos. 48 & 49: 800-ton lift: 213 $\times$ 42 $\frac{1}{2}$ $\times$ 18 $\frac{1}{2}$ feet.

Floating dock: No. 53: 50,000-ton lift: 437 $\times$ 60 $\frac{1}{2}$ $\times$ 19 feet.

Floating dock: No. 54: 120-ton lift: 108 $\times$ 22 $\times$ 8 feet.

Floating docks: Nos. 55/57, 66/69: 800-ton lift: 264 $\times$ 46 $\frac{1}{2}$ $\times$ 10 feet.

Floating docks: Nos. 58/65, 70/75: 1,000-ton lift.

Floating docks: Nos. 76/91, 95/100: 300-ton lift.

Floating docks: Nos. 93 & 94: 6,000-ton lift: 430 $\times$ 69 $\times$ 19 feet.

Two unconventional floating docks were the 250-ton lift Braithwaite Assembly units made of pressed steel panels like water tanks.

Floating docks: Nos. (BA).1 & 2: 250-ton lift: 117 $\times$ 34 $\frac{1}{2}$ $\times$ 9 $\frac{1}{2}$ feet.

Naval Lightered Docks (NLDs) were composed of linked pontoon panels, and were intended to dock landing ships tank in the Indian Ocean. The two series comprised the 475-ton lift NDL.1/8 and 31/38, and the 325-ton lift NDL.9–13. They were shipped-out in sections, and were assembled at Bombay, Cochin, Chittagong, etc.; but not all appear to have been completed.

Pt. No.	Name	Builder (Hull)	Builder (Engine)	Laid down	Launched	Completed	Fate
Ordered .././00							
.....	AFD.1	Swan Hunter & Wig- ham Richardson (Wallsend)	.....	25.10.00	8. 2.02	26. 5.02	Sold Regusci y Voulminot (Montevideo) ../7/46, sold Tsakos (Montevideo) .././74.
Ordered .././04							
.....	AFD.2	Vickers & Maxim (Barrow)	.....	.....04	.....	.....06	Sold Niehuis & van den Berg (Rotterdam) 2/7/59.
Ordered 19/1/10							
.....	AFD.4	Swan Hunter & Wig- ham Richardson (Wallsend)	.....	28. 5.10	4. 1.12	 6.12	Sold Metal Industries (Faslane) ../7/46, Rotterdamsche Droogdok 31/5/48, F Risdijk (Hendrik-ido-Ambacht) 28/12/83, Gøtaverken Finnboda (Stockholm) ../2/84.
.....	AFD.5	Cammell Laird (Birk- enhead)	.....	.....10	14. 8.12	 8.12	Sold Maryland Shipbuilding & Drydock (Baltimore) ../12/65, after section foundered stress of weather 400nm south-west of Scilly Isles 6/5/66.
Ordered 1/4/11							
.....	AFD.3	Swan Hunter & Wig- ham Richardson (Wallsend)	.....	2. 7.11	20. 1.12	 4.12	Sold Metal Industries .././48, arrived Rosyth .././48 for scrapping.
Ordered 1/4/11							
.....	AFD.6	Swan Hunter & Wig- ham Richardson (Wallsend)	.....	29. 5.11	6.12.11	22. 2.12	Sold Jonason Bray (London) ../7/46, arrived Stockholm 28/8/46; scrapped .././70?
Ordered 1/8/12							
.....	AFD.7	W Hamilton (Port Glasgow)	.....	.....12	26. 2.14	 6.14	Sold Niehuis & van den Berg (Rotterdam) 12/9/49.
Acquired .././19							
.....	AFD.8 ex-No. VIII	Howaldtswerke (Kiel) (1)	.....	.....	.....	.....17	Beached & scrapped Malta .././..?
Ordered 15/11/26							
.....	AFD.9/1(2) AFD.9/2 AFD.9/3 AFD.9/4 AFD.9/5 AFD.9/6 AFD.9/7	Swan Hunter & Wig- ham Richardson (Wallsend)	.....	22. 2.27.....27.....27.....27.....27.....27 4. 8.27	15. 7.27.....27.....27.....27.....27.....27 10.12.27.....	 6.28	Scuttled Singapore 29/1/42, salvaged, bombed USAAF aircraft 1/2/45, salvaged 1952/53, four sections scrapped Singapore, three sections sold West of Scotland Shipbreaking .././54, arrived Troon 11/7/54 for scrapping.
Ordered 7/7/41							
.....	AFD.23/F AFD.23/M AFD.23/A	Braithwaite, Burn & Jessop (Calcutta) (4)	.....	..... ..... .....	..... 21. 4.43	 7.44	Collapsed lifting battleship VALIANT at Trincomalee 8/8/44 & foundered following day, salvaged 1957/68; sold Taiwanese shipbreaker, arrived Kaohsiung 29/4/70 for scrapping.
Ordered 3/2/43							
.....	AFD.35	Braithwaite, Burn & Jessop (Calcutta) (4)	.....	..... 5.44	.....	..... 5.46	Sold C Basada (Valette) 10/9/64, C Y Tung ../9/65, leased Mitsubishi (Yokohama) .././66, leased Overseas Drydock (Hong Kong) .././71, sold Hong Kong United Dockyards .././82.
Purchased .././39							
.....	AFD.10	Nederlandsche Scheepsbouw (Am- sterdam)	.....	.....	.....	.....24	Scuttled Singapore ../1/42, salvaged, foundered Singapore 30/10/45, salvaged 1946, sold Sembawang Shipyard 8/12/68.
Purchased 23/8/39							
.....	AFD.11/1(2) AFD.11/2 AFD.11/3 AFD.11/4 AFD.11/5 AFD.11/6 AFD.11/7	Armstrong Whit- worth (Walker)	.....	15.11.22.....22.....22.....22.....22.....22.....22	22. 3.23.....23.....23.....23.....23.....23 7. 2.24	21. 4.24	Sold Rotterdamsche Droogdok ../4/59, Foreign Operations Brazil 2/4/84.
Ordered 4/9/39							
....	AFD.12	Swan Hunter & Wig- ham Richardson (Wallsend)	.....	29.11.39	23. 5.40	19. 8.40	Sold Liaaen Skipsvaerft (Aalesund) ../3/59.
Ordered .././41							
....	AFD.17	Devonport Dockyard	.....	20. 9.41	42	 9.42	Loaned Cockatoo Dock (1946); scrapped Sydney .././64.
....	AFD.18	Portsmouth Dockyard	.....	.....41	42	8.11.42	Sold Sembawang Shipyard 8/12/68; scrapped ca1980.
....	AFD.19	Chatham Dockyard	.....	.....41	1. 6.42	31. 8.42	Sold Vickers-Armstrongs (Barrow) 7/11/68.

Ordered 10/6/41

.....	AFD.20	Devonport Dockyard	.....	.....41	19.11.42	31. 1.43	Sold Sembawang Shipyard (Singapore) 8/12/68, Keppel Philippines (Batangas) .././78.
.....	AFD.21	Portsmouth Dockyard	.....	3. 9.42	43	 5.43	Sold H G Pounds (Portsmouth) ../4/81.
.....	AFD.22	Chatham Dockyard		42	7.12.42	 4.43	Sold Husband's Shipyard (Southampton) .././81, Cantiere E Noe (Augusta) .././83.

Ordered 27/10/41

.....	AFD.26	Braithwaite, Burn & Jessop (Calcutta) (4)				6. 2.44	
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Conversion ordered .././39

.....	AFD.13 ex-pontoon	 (3)				41	Sold B F W Bessemer (.....) ../8/46.
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Ordered ../10/40

.....	AFD.14	Palmers (Hebburn)				10.41	Sold Curacao Trading (Paramaribo) 28/10/58, Surinam Dok & Scheepsbouw .././..
.....	AFD.15	-do-	.....	.....	.....	.....12.41	Sold Niehuis & van den Berg (Rotterdam) 22/5/46.
.....	AFD.16	-do-	.....	.....	.....	..... 2.42	RASC (1949/58), sold Scheepsvaart Bedrijf (Walcheren) ../3/59, arrived Tommefjord ../12/68.

Acquired .././41

.....	AFD.24 ex-YFD.6?	 (USA)				20.10.42	Broke tow & wrecked 60nm west of Derna 9/2/45.
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Acquired .././42

.....	AFD.32 (ii)	Newberg (New York)				13. 1.45	Returned USN 8/3/46.
.....	AFD.25 (i)	Pacific Bridge (Alameda)					Requisitioned USN (1942).
.....	AFD.25 (ii) (5)	Ira S Bushey (Long Island)	.....	.....	.....	..... 7.42	Foundered in tow en route Freetown 15/8/42.
.....	AFD.28 (5)	 (Galveston)	.....	.....	.....	.....	Returned USN 24/5/46; foundered en route USA .././...

Acquired ../9/41

.....	AFD.27	Cantieri Navali Riuniti (Palermo)				36	Sold Netherlands East Indies Government 5/3/47, Batavier (Tanjung Priok) .././48.
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Acquired .././42

.....	AFD.29	 (La Spezia)				36	Sold Interservice Genevalux (.....) .././47.
.....	AFD.30	 (Italy)					Sold Halal Shipping (Aden) 8/5/46.

Ordered 15/10/42

.....	AFD.31	Dorman Long (Middlesbrough) (6)				14. 9.45	Sold Sembawang Shipyard (Singapore) 8/12/68.
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Ordered .././44

.....	AFD.92	Dominion Bridge (Montreal) (14)					Cancelled .././45.
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Ordered 31/8/42

.....	AFD.32 (i)	 (USA)					Cancelled .././44 & completed USN.
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Ordered 3/7/42

.....	AFD.33 (7)	Wates (Beaulieu)				 3.43	Sold Haugesund Slip .././58.
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Requisitioned .././43

.....	AFD.34(8)	 (UK)				85	Returned Philip (Dartmouth) ../5/46.
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Ordered .././43

.....	AFD.36 (7)	Holloway (Gravesend)				27.11.43	Sold de Jong (Schiedam) .././55.
.....	AFD.37 (7)	-do-				6. 1.44	Sold Etheredge's Transport & Shipping (.....) ../6/46.
.....	AFD.38 (7)	-do-	.....	.....	.....	..... 2.44	Wrecked Flamborough Head 24/9/45.
.....	AFD.50 (7)	-do-	.....	.....	.....	1. 4.44	Sold Fjeldberg Bruk (Stavanger) .././48.
.....	AFD.51 (7)	-do-	.....	.....	.....	8. 5.44	Sold Sowerby (London) ../8/46.
.....	AFD.52 (7)	-do-	.....	.....	.....	8. 6.44	Sold Werf I S Figee (Vlaardingen) .././46.

Ordered .././43

.....	AFD.39	Alpheus Williams (East London)	.....	.....	.....	30. 3.45	Sold Narayanganj (Bangladesh) .././78?
.....	AFD.40	 (Cape Town)	.....	.....	.....	9. 3.45	Argentinian Navy ASD.40 (1947); sold Astilleros Navales Pesquera du Ushuaia .././81.
.....	AFD.41	Arroll (Meadowside) (9)	.....	.....	.....	.....10.45	Argentinian Government MOP D3 (Rosario – 1947).

.....	AFD.42	-do- (10)	.....	.....	26. 1.46	.....	Argentinian Government (Bahia Blanca – 1947).
.....	AFD.43	-do- (11)	.....	.....	21.11.45	.....	Sold Nederland New Guinea Petroleum (Sorong) .././47.
.....	AFD.44	-do- (12)	.....	.....	22.11.45	.....	Argentinian Government MOP D4 (Buenos Aires – 1947).
.....	AFD.45	-do- (13)	.....	19. 4.45	.....	..... 3.46	Loaned Royal Hellenic Navy (1946/50).
.....	AFD.46	-do- (13)	.....	30. 4.45	.....	..... 3.46	Sold S & S Marine (Sunderland) .././81.
.....	AFD.47	-do- (13)	.....	.....45	.....	.....	Cancelled ../10/45.
Ordered .././43							
.....	AFD.48	Franco Tosi (Taranto)	.....	.....	18. 3.45	45	Sold Bermuda Government .././50; scuttled west of Dockyard .././72.
.....	AFD.49	-do-	.....	.....	18. 2.45	45	Sold Sembawang Shipyard 8/12/68.
Purchased .././43							
.....	AFD.53	.....	.....	.....	.....	.....24	Sold British Tanker (Abadan) 18/1/47.
Ordered .././43							
.....	AFD.54	 (Alexandria)	.....	.....	.....	..... 9.44	Royal Air Force (Canal Zone – 1945).
Ordered 26/6/44							
.....	AFD.55 (7)	Holloway (Graves-end)	.....	.....	.....	22.11.44	Sold Netherlands East Indies Government ../11/46, sold Batavier (Djarkata) .././48.
.....	AFD.56 (7)	Holloway (Coco-nada)	.....	.....	.....	..... 2.46	Sold Luke Thomas (Aden) ../2/48.
.....	AFD.57 (7)	-do-	.....	.....	.....	.....46	Sold (.....) ../4/48.
.....	AFD.66 (7)	Holloway (Graves-end)	.....	.....	.....	20. 1.45	Foundered in tow stress of weather North Atlantic 10/3/45.
.....	AFD.67 (7)	A Monk (Brom-borough)	.....	.....	.....	..... 3.45	Sold Cowasjee Dinshaw (Aden) ../5/46.
.....	AFD.68 (7)	-do-	.....	.....	.....	..... 4.45	Sold L Savon (Port Said) .././47, Canal Naval Construction (Alexandria) .././71.
.....	AFD.69 (7)	Holloway (Graves-end)	.....	.....	.....	..... 4.45	Sold C M Salvage (Cairo) 7/3/47.
Ordered .././44							
...../.....	AFD.58/60 (7)	Holloway (Coco-nada)	.....	.....	.....	.....	All cancelled .././45.
...../.....	AFD.61/65 (7)	.....	.....	.....	.....	.....	All cancelled .././45.
...../.....	AFD.70/75 (7)	Holloway (Coco-nada)	.....	.....	.....	.....	All cancelled .././45.
Ordered .././44							
.....	AFD.76 (7)	Holloway (Graves-end)	.....	.....	.....	..... 7.45	Sold Leif Storhaug ../11/46.
.....	AFD.77 (7)	-do-	.....	.....	.....	..... 9.45	Sold Granton Harbour Board 16/7/46.
.....	AFD.78 (7)	-do-	.....	.....	.....	.....10.45	Sold Brødrene Lothe (Haugesund) ../11/46.
.....	AFD.79 (7)	A Monk (Brom-borough)	.....	.....	.....	..... 7.45	Sold Stord Verft (Lervik) ../8/46.
.....	AFD.80 (7)	-do-	.....	.....	.....	..... 8.45	Sold Stavangerske ../8/46.
.....	AFD.81 (7)	-do-	.....	.....	.....	..... 9.45	Sold Brødrene Lothe (Haugesund) ../8/46.
.....	AFD.82/87 (7)	 (Brisbane)	.....	.....	.....	.....	All cancelled .././45.
...../.....	AFD.88/91 (7)	 (Vizagapatnam)	.....	.....	.....	.....	All cancelled .././45.
...../.....	AFD.95/100 (7)	-do-	.....	.....	.....	.....	All cancelled .././45.
Ordered .././44							
.....	AFD.93	Dominion Bridge (Montreal) (15)	.....	.....	.....	.....	Cancelled .././45.
.....	AFD.94	Dorman Long (Middlesbrough) (16)	.....	.....	.....	.....	Cancelled .././45.
Ordered .././43							
.....	AFD(BA).1	Braithwaite (.....) (17)	.....	.....	.....	.....43	Sold British Iron & Steel 28/3/46 for scrapping.
.....	AFD(BA).2	-do-	.....	.....	.....	.....43	Sold British Iron & Steel 29/4/46 for scrapping.

(1) New 240ft centre section built Chatham Dockyard 1923/25 & inserted 17/10/25. (2) Built in seven sections. (3) Converted Harland & Wolff (Woolwich) 1940/41. (4) Sections assembled at Bombay. (5) Wood dock. (6) Sections assembled Dorman Long (Durban). (7) Reinforced concrete dock. (8) Iron dock. (9) Sections assembled Cape Town. (10) Sections assembled Karachi. (11) Sections assembled Alcock Ashdown (Bombay). (12) Sections assembled Scindia (Vizagapatnam). (13) Sections assembled Franco Tosi (Taranto). (14) Sections were to be assembled Canadian west coast. (15) Sections were to be assembled Western Bridge (Vancouver). (16) Sections were to be assembled Dorman Long (Durban). (17) Sections assembled Inverness.

Appendices

Appendix 1. Pendant Numbers

CAPITAL SHIPS, CRUISERS AND AIRCRAFT CARRIERS

It was not the practice to paint-up pendant numbers on major warships, which had either plain numbers (i.e. without a flag superior) or flag I superior; and the latter was changed to flag D in 1940. Generally the battleships, battle-cruisers, fleet aircraft carriers (some war-programmed ships were initially allocated flag D), and modern cruisers were allocated plain numbers; and

flag I or D was assigned to monitors, old cruisers and aircraft carriers, escort aircraft carriers, seaplane carriers, and, unaccountably, some auxiliary warships. After the First World War the numbers were allocated on a random basis to confuse the enemy (and most of the U.K.'s allies); and on the same grounds the numbers of ships that were sunk, or cancelled, were re-used where necessary.

Plain numbers					
00	Queen Elizabeth	30	Ceylon	59	Newfoundland
01	Malaya	31	Bonaventure (i)	60	Nigeria
02	Valiant		Warrior	61	Argonaut
03	Warspite	32	Howe	62	Gloucester
04	Barham	33	Cleopatra		Glory
	Venerable	34	Repulse	63	Bellona
05	Royal Sovereign		Defence	64	Theseus
	Gloire (French)	35	Belfast	65	Berwick
06	Revenge	36	Temeraire	66	Uganda = Quebec (RCN)
07	Ramillies		Magnificent	67	Formidable
08	Royal Oak	37	Dido	68	Exeter
	Swiftsure	38	Victorious		Ocean
09	Resolution	39	Devonshire	69	London
10	Indefatigable	40	Dorsetshire	70	Achilles
11	Liverpool		Sumatra (RNethN)	71	Galatea
12	Aurora	41	King George V		Vengeance
13		42	Euryalus	72	Renown
14	Kenya	43	Phoebe	73	Shropshire
15	Manchester	44	Jamaica	74	Hermione
	Colossus	45	Conqueror	75	Leander
16	Edinburgh		Émile Bertin (French)	76	Newcastle
	Triumph	46	Trinidad	77	Glorious
17	Duke of York	47	Furious		Majestic
18	Iron Duke	48	Gambia	78	Norfolk
19	Birmingham	49	Thunderer	79	Anson
20	Neptune		Hercules	80	Mauritius
	Tiger	50	Courageous	81	Black Prince
21	Glasgow		Bellerophon	82	Sirius
22	Ajax	51	Hood	83	Southampton
23	Vanguard		Mars = Perseus	84	Diadem
24	Sheffield	52	Bermuda	85	Orion
25	Medway	53	Prince of Wales	86	Implacable
	Superb		Minotaur = Ontario (RCN)	87	Illustrious
26	Arethusa	54	Kent	88	Charybdis
27	Lion	55	Suffolk		Jeanne d'Arc (French)
	Hawke	56	Cornwall	89	Royalist
28	Nelson		Montcalm (French)	90	York
29	Rodney	57	Cumberland		Georges Leygues (French)
		58	Fiji	91	Ark Royal (i)
			Richelieu (French)		Ark Royal (ii)
				92	Indomitable
				93	Naiad
					Terrible
				94	Eagle (i)
					Eagle (ii)
				95	Spartan
					Powerful
				96	Sussex
				97	Penelope
					Leviathan
				98	Scylla
				99	Blake
				Flag D superior (1940)	
				00	Paris (French)
				01	Ameer
				02	Attacker
				03	Ranee
				04	Luigi di Savoia (RIItN)
				05	Nairana
				06	Africa
				07	Patroller
				08	Albion
				09	Trumpeter
				10	Audacity
					Rajah
				11	Courbet (French)
				12	Striker
				13	
				14	Avenger
					Arrogant
				15	Vindex
				16	Venture (RCN)
				17	Stuart Prince
				18	Battler
				19	Queen
				20	Heemskerck (RNethN)
				21	Shah
				22	Albatross*

23	Premier	43	Coventry*		Elephant		Reaper
24	Tracker		New Zealand†	62	Khediye	83	Thane
25	Athene	44	Danae* = Conrad (Polish)	63	Hobart* (RAN)	84	Australia* (RAN)
26	Slinger	45	Dauntless*	64	Fencer	85	Trouncer
27	Charger	46	Dragon*	65	Sir Walter Raleigh	86	Hawkins*
28	Tromp (RNethN)	47	Adelaide* (RAN)	66	Emerald*	87	Cairo*
29	Perth* (RAN)	48	Sydney* (RAN)	67	Carlisle*	88	Capetown*
	Audacious		Campania	68		89	Colombo*
30	Despatch*	49	Argus*	69	Tynwald	90	Speaker
31	Arbiter	50	Centurion*	70		91	Stalker
32	Chaser	51	Atheling	71		92	Diomedes*
33	Canberra* (RAN)	52	Enterprise*	72		93	Dunedin*
34	Bulwark	53	Caledon*	73			Malta
35	Pegasus*	54	Averoff (RHN)	74	Delhi*	94	Activity
36	Vindictive*	55	Smiter	75	Cresence	95	Hermes (i)*
37	Dasher	56	Penguin* (RAN)	76	Mars = Pioneer	96	New Zealand‡
38	Begum	57	Fidelity	77	Nabob	97	Biter
39	Centaur		Polyphemus	78	Archer	98	Effingham*
40	Searcher	58	Cardiff*	79	Puncher		Emperor
41	Curacoa*	59	Ceres*	80	Trailer	99	Durban*
42	Curlew*	60	Caradoc*	81	Frobisher	* Wore flag superior I up to 1940	
	Empress	61	Calypso*	82	Calcutta*	†Second number ‡First number	

MAJOR COMBATANT AUXILIARY SHIPS

Armed merchant cruisers, ocean boarding vessels, and sea-going auxiliary AA vessels were allocated flag F; and armed boarding vessels and coastal auxiliary AA vessels flag 4. As the true identities of the special service (de-

coy) vessels were concealed under fictitious Royal Fleet Auxiliary names they were naturally allocated X flag, which was also borne by numerous RFAs; while minelayers of all types wore flag M.

Flag F superior (1940)

00	Minerva	31	Cyclops	65	Mauretania	97	Canton
01	Marshal Soult	32	Titania	66	Flores (RNethN)	98	Palomares
02	Erebus	33	Conqueror	67	Esperance Bay/Orfordness	99	Carthage/Deer Sound
03	Terror	34	Dunnotar/Rame Head	68	Ascania	100	Provider (RCN)
04	Melpomene/Girdle Ness	35	Queen Mary	69	Ulster Monarch	101	Daffodil
05	Cathay/Portland Bill	36	Gydnia/Buchan Ness	70	Prince Henry (RCN)	102	Ying Chow (RIN)
06	Medusa	37	Wolfe	71	Asturias	103	Corinthian
07	Forth	38	Philomel	72	Unicorn	104	Manistee/Bhadravati
08	Cochrane	39	Ranpura	73	Queen of Bermuda/Rattray	105	Ariguani
09	Goeree	40	Roberts		Head	106	Registan/Ripon
10	Greenwich	41	DCMB.72/Aorangi	74	Aberdonian	107	Maplin
11	Moreton Bay	42	Laconia/Spurn Point	75	Mooltan	108	Llanstephan Castle
12	Arawa	43	Largs	76	Western Isles	109	Abercrombie
13		44	Maidstone	77	Nieuw Amsterdam	110	Bachaquero
14	Victoria & Albert	45	Hector	78	Ile de France	111	Princess Marie
15	Ranchi	46	Lady Rodney/Dungeness	79	Resource	112	Cape Sable
16	Letitia	47	Sister Anne	80	Woolwich	113	Botlea/Blackburn
17	Alaunia	48	Manoora (RAN)	81	Gruno (RNethN)	114	City of Durban/Seafox
18	Cheshire/Berry Head	49	Comorin/Cape Wrath	82	Bulolo	115	Royal Scotsman
19	Hampton/Dodman Point	50	Queen Elizabeth	83	Edinburgh Castle	116	King Gruffyd/Walrus
20	Hecla	51	Aquitania	84	Alynbank/Tarbat Ness	117	Misoa
21	Antenor	52	Andes	85	Montclare	118	Ulster Queen
22	Hilary	53	Ausonia	86	Corfu/Mull of Kintyre	119	Bushwood
23	Kanimbla (RAN)	54	Cilicia/Selsey Bill	87	Maran	120	El Hind
24	Tyne	55	Empress of Scotland	88	Alcantara/Flamborough	121	Boxer
25	Carnarvon/Hartland	56	Prince Robert (RCN)		Head	122	Hifaistos (RHN)/Roc
	Point	57	Chitral	89	Prince David (RCN)	123	Andelle
26	Majola/Mull of Galloway	58	Manela/Duncansby Head	90	Princess Iris	124	Bulawayo/Jamaica Pro
27	Lucia	59	Monowai (RNZN)	91	Pasteur	125	Tasajera
28	Aurania = Artifex	60	Seabelle	92	Sandhurst	126	Empire Chivalry
29	Worcestershire/Fife Ness	61	Pretoria Castle	93	Trelawney	127	Bruizer
30	Wuchang	62	Moray Firth	94	Preserver (RCN)	128	Karanja
		63	Royal Ulsterman	95	Westralia (RAN)	129	Corrales
		64	Adamant	96	Sackville/Mull of Oa	130	Eastway

131	Thruster	179		03	Princess Victoria	51	Alsey
132	Keren	180		04	Teviotbank	52	
133	Haitan	181	Persimmon	05		53	Miner III
134	Philoctetes	182		06	Jay = Sandmartin	54	
135	Colombia	183	Sanfoin	07		55	Corncrake
136	<i>Cap de Palmes</i>	184	Rocksand	08	Willem van der Zaan	56	
137	Wayland	185	Dullisk Cove	09		57	
138	Vienna	186	Mullion Cove	10	Agamemnon	58	Port Quebec
139	Bonaventure	187	Beaully Firth	11		59	
140	Highway	188	Cullin Sound	12	Nautilus (RNethN)	60	
141	Adria	189	Holm Sound	13		61	
142	Northway	190	Solway Firth	14		62	Redstart
143	Oceanway	191	Queen Wilhelmina	15	Blackbird	64	
144	Portway	192		16		65	Ariadne
145	Swashway	193		17	Manchester City	66	
146	Waterway	194		18		67	
147	LCT.6363	195		19	Hampton/Miner I	68	Miner IV
148	LCT.6364	196		20		69	Linnet
149	LCT.6464	197	Pangkor	21		70	Manxman
150	LCT.6198	198		22	Dabchick	71	
151	LCT.6200	199	Ambitious	23	Adventure	72	Alca
152	LCT.6305	200		24		73	
153	LCT.6319	201		25	Stonechat	74	Miner V
154	LCT.6321	202		26	Plover	75	
155	LCT.6365	203		27		76	Latona
156	LCT.6366	204		28		77	Ringdove
157	LCT.6406	205		29	Bungaree (RAN)	78	
158	LCT.6418	206		30		79	
159	LCT.6424	207		31	Redshank	80	Jan van Brakel (RNethN)
160	Empire Halberd	208		32	Port Napier	81	
161	Empire Battleaxe	209		33		82	Mackerel = Corncrake
162	Empire Cutlass	210		34	Miner II	83	Shepperton
163	Empire Broadsword	211		35		84	Welshman
164	Barracuda	212		36	Van Meerlant (RNethN)	85	
165	Blinjoe (RNethN)	213		37		86	
166	Kelantan	214		38		87	
167	Pangkor	215		39	Abdiel	88	Miner VII
168	Lothian	216	Karangi	40		89	
169	Ambitious	217		41	Loch Nevis	90	
170	Empire Arquebus	218		42		91	
171	Empire Mace	219		43		92	
172	Empire Spearhead			44	Atreus	93	Menestheus
173	Assistance			45		94	Miner VI
174	Diligence	Flag M superior (1940)		46		95	
175				47	Southern Prince	96	
176	Reliance = Dutiful	00		48		97	
177	Faithful	01	Apollo	49	Hellvig	98	
178	Ionia (RHN)	02		50		99	

DESTROYERS AND ESCORT DESTROYERS

In 1939 destroyers were allocated pendant numbers ranging from 00/12 and 14/99 (number 13 was not used) with either flag D/F/H superior; while escort destroyers—including those units of the “V”/“W” classes fully converted into fast escorts and sloops—used flag L superior. During 1940 flags D/F were changed to flags I/G respectively, the sloops were removed from flag L (and were grouped separately under a new flag superior), and flag R was introduced in 1942 for new construction.

Various Allied destroyers—Polish, Norwegian, Dutch, French, and Greek—were also allocated British pendant numbers while under the operational control of the Royal Navy. During 1945 British and Dominions destroyers serving in the Pacific assumed temporary pendant numbers with flag D superior to bring them into near conformity with their American counterparts, and the Royal Australian Navy flotilla leader *Napier* had the singular distinction of wearing D.13 while in this area.

Flag D superior (1939)	02	Inglefield	06	Keith		Bataan* (RAN)
	03	Icarus	07		10	Intrepid
00	Stuart (RAN)	04		08	11	Impulsive
01	Montrose	05	Arunta* (RAN)	09	Imperial/Bataan	12

13 Napier* (RAN)
 14 Quadrant* (RAN)
 15
 16 Ivanhoe
 Norman* (RAN)
 17
 18 Assiniboine (RCN)
 Quality* (RAN)
 19 Malcolm
 20 Quiberon*
 21 Wryneck
 Quickmatch* (RAN)
 22 Waterhen (i) (RAN)
 23 Vimiera
 24
 25 Warwick
 Undaunted*
 26 Watchman
 27 Walker
 28 Vanity
 29 Vanessa
 30 Whirlwind
 Wager/Whelp*
 31 Voyager (i) (RAN)
 32 Versatile
 33 Vimy
 34 Velox
 35 Wrestler
 36 Vivacious
 37 Vortigern
 Tobruk (RAN)
 38 Ambuscade
 39 Amazon
 40
 41 Walpole
 42 Windsor
 43 Wessex (i)
 44 Imogen
 45 Westminster
 Teazer*
 46 Winchelsea
 47 Westcott
 Termagant*
 48 Vidette
 49 Valentine (i)
 50
 51
 52 Vega
 53 Venetia
 54 Vanquisher
 55 Vesper
 56 Wolfhound
 57
 58
 59 Skeena (RCN)
 Anzac (RAN)
 60 Campbell
 61 Ilex
 62 Wild Swan
 63 Verity
 64 Vansittart
 65 Codrington†
 66 Wivern
 67 Wishart

68 Vampire (i)
 69 Vendetta (i) (RAN)
 70 Mackay
 71 Volunteer
 72 Veteran
 73 Vivien
 74 Wanderer
 75 Venomous
 76 Witherington
 77 Whitshed
 78 Wolverine
 79 Saguenay (RCN)
 80 Bruce
 81
 82 Codrington†
 83 Broke
 84 Keppel
 85 Shikari
 86 Thracian
 87 Isis
 88 Wren
 89 Witch
 90 Douglas
 91 Viceroy
 92 Viscount
 93 Verdun
 94 Whitehall
 95 Woolston
 96 Worcester
 97 Whitley
 98 Wolsey
 99 Duncan

* Temporary pendant numbers

while serving Pacific Fleet

† *Codrington* changed from D.65 to D.82 (1939). Changed to Flag I superior (1940)

Flag F/G superior (1939/40)

00 Jervis*
 01 Kelly*
 Scourge
 03 Cossack (i)*
 Shark
 04 Onslaught
 05 Lancaster
 06 Pakenham
 07 Afridi
 Athabaskan (i) (RCN)
 08 Newark
 09 Quilliam
 10 Pathfinder*
 11 Quadrant
 12 Kashmir*
 Saumarez
 13
 14 Milne
 15 Loyal*
 16 Nonpareil
 17 Onslow
 18 Zulu*

19 Leamington
 20 Gurkha (i)*
 Savage
 21 Punjabi*
 22 Jackal*
 23 Mahratta
 24 Maori*
 Huron (RCN)
 25 Nepal
 26 Matabele*
 Success
 27 Leeds
 28 Kandahar*
 29 Offa
 30 Partridge
 31 Mohawk*
 32 Lookout*
 33 Somali*
 34 Jaguar*
 35 Marne
 36 Nubian*
 37 Kelvin*
 38 Nizam
 39 Obdurate
 40 Lively*
 41
 42 Lincoln
 43 Tartar*
 44 Martin
 Panther
 45 Khartoum*
 Quail
 46 Juno*
 Swift
 47 Newmarket
 48 Obedient
 49 Norman
 50 Kimberley*
 51 Ashanti*
 52 Matchless
 53 Janus*
 54 Newport
 55 Lightning*
 56 Petard
 57 Ludlow
 58 Rockingham
 59 Mashona*
 60 Ramsey
 61 Javelin*
 62 Quality
 63 Larne*
 Haida (RCN)
 64 Kingston*
 65 Nerissa
 66 Oribi
 67 Bedouin*
 68 Lewes
 69 Paladin
 70 Queenborough
 71 Reading
 72 Jersey*
 Scorpion
 73 Meteor
 74 Legion*

75 Eskimo*
 76 Mansfield
 77 Penn
 78 Quentin
 79 Ripley
 80 Opportune
 81 Quiberon
 82 Sikh*
 83
 84 Noble (i)
 85 Jupiter*
 86 Musketeer
 87 Lance*
 88 Richmond
 89 Iroquois (RCN)
 90 Myrmidon
 91 Kipling*
 92 Quickmatch
 93 Porcupine
 94 Serapis
 95 Montgomery
 96
 97 Napier
 98 Orwell
 99 Laforey*

*Originally allocated Flag F

Flag H superior (1939)

00 Restigouche (RCN)
 01 Hostile/Hotspur?
 02 Exmouth
 Le Triomphant (French)
 03 Grenville
 Mistral (French)
 04 Tenedos
 05 Greyhound
 Ithuriel
 06 Hurricane
 07 Defender
 Kondouriotis (RHN)
 08 Eclipse
 09 Acasta
 Rotherham
 10 Encounter
 11 Basilisk
 12 Achates
 13
 14 Active
 15 Esk
 Raider
 16 Daring
 Ouragan (French)
 17 Escapade
 18 Sabre
 19 Handy = Harvester
 20 La Bouclier (French)
 21 Scimitar
 22 Diamond
 Le Malin (French)
 23 Echo
 24 Hasty
 26 Sardonyx

27	Electra	72	Bradford	20	Caldwell	85	Shikari
	Le Terrible (French)	73	Burza (Polish)	21	Charlestown	86	Thracian
28	Sturdy	74	Forester	22	Waterhen	87	Isis
	Draug (RNN)	75	Decoy	23	Castletown	88	Wren
29	Thaney	76	Fury	24	Hamilton (RCN)	89	Witch
	Ierax (RHN)	77	Boreas	25	Warwick	90	Douglas
30	Beagle		Le Fantasque (French)	26	Watchman	91	Viceroy
31	Griffin	78	Fame	27	Walker	92	Viscount
32	Havant	79	Firedrake	28	Vanity/Chesterfield	93	Verdun/St Francis (RCN)
	Rapid	80	Brazen	29	Vanessa	94	Whitehall
33	Vanoc		Demirhisar (Turkish)	30	Whirlwind	95	Wells
34	Blyskawica (Polish)	81	Broadwater	31	Voyager (i) (RAN)	96	Worcester = Yeoman
35	Hunter		Carabiniere (RIItN)	32	Versatile	97	
	G.13 (RNethN)	82	Burnham	33	Vimy	98	Iroquois (RCN)
36	Antelope	83	St Laurent (RCN)	34	Velox	99	Duncan
37	Garland	84	Brilliant	35	Vesper?/Chelsea		
38	Delight	85	Relentless	36	Vivacious		
	Spetsai (RHN)	86	Grenade	37	Vortigern	Flag R superior	
39	Skate		Queen Olga (RHN)	38	Ambuscade		
40	Anthony	87	Hardy (i)	39	Amazon	00	Troubridge
41	Ardent		Sultanhisar (Turkish)	40	Georgetown	01	Caprice
	Redoubt	88	Wakeful (i)	41	Walpole	02	Zest
42	Arrow		Havelock	42	Campbeltown	03	Kempfenfelt
43	Havock	89	Grafton	43	Wessex (i)	04	Pellew/Cayuga (RCN)
44	Highlander		Aetos/Helos (both RHN)	44	Imogen?	05	Urania
45	Acheron	90	Broadway	45	Churchill	06	Myngs
	Sphendoni (RHN)	91	Bulldog	46	Winchelsea	07	Caesar
46	Belmont	92	Glowworm	47	Westcott	08	Hardy (ii)
47	Blanche		Rocket	48	Vidette	09	Cadiz
	L'Incomprise (French)	93	Hereward	49	Columbia (RCN)	10	Micmac (RCN)
48	Fraser (RCN)		Z.7 (RNethN)	50	Wrestler	11	Tumult
	Sleipner (RNN)	94	Burwell	51		12	Contest
49	Diana	95	Winchester	52	Salisbury	13	
	Inconstant		Roebuck	53	Venetia	14	Armada
50	Stronghold	96	Buxton	54	Vanquisher	15	Cavendish
	Thermistoklis (RHN)	97	Hyperion	55	Vesper	16	Crescent (RCN)
51	Scout		Blade (RNethN)	56	Wolfhound	17	Valentine (ii)
52	Branlebas (French)	98	ex-Richard Beitzen	57	Niagara (RCN)	18	St Kitts
53	Dainty		(German)	58	Athabaskan (ii) (RCN)	19	Zephyr
54	Saladin	99	Hero	59	Skeena (RCN)	20	Crusader (RCN)
55	Hostile			61	Ilex	21	Chivalrous
	Z.6 (RNethN)			62	Wild Swan	22	Ursa
56	La Melpomène	Flag I superior (1940)		63	Verity	23	Teazer
57	Hearty = Hesperus			64	Vansittart	24	Gravelines
58		00	Stuart (RAN)	65	St Clair (RCN)	25	Carysfort
59	Gallant	01	Montrose	66	Wivern	26	Comet
	Velite (RIItN)	02	Inglefield	67	Wishart	27	Croziers
60	Ottawa (i) (RCN)	03	Icarus	68	Vampire (i) (RAN)	28	Verulam
61	Express	04	Annapolis (RCN)	69	Vendetta (i) (RAN)	29	Charity
62	Faulknor	05	Cameron	70	Mackay	30	Carron
63	Gipsy	06	Keith?	71	Volunteer	31	Vigo
	La Flore (French)	07	Roxburgh	72	Veteran	32	Camperdown
64	Duchess	08	Brighton	73	Stanley	33	Terpsichore
	Beverley	09	Imperial	74	Wanderer	34	Cockade
65	Boadicea	10	Intrepid	75	Venomous	35	Cretan = Cromwell
66	Escort	11	Impulsive	76	Witherington	36	Chieftain
	G.15 (RNethN)	12	St Mary's	77	Whitshed	37	Whelp
67	Fearless	13		78	Wolverine	38	Crystal/ex-Hans Lody
	Panther	14	Clare	79	Saguenay (RCN)	39	Zealous
68	Foresight	15	St Albans	80	Sherwood	40	ex-Z.38 = Nonsuch
69	Foxhound	16	Ivanhoe	81	St Croix (RCN)	41	Volage
70	Fortune	17	Bath	82		42	Undine (ii)
71	Grom (Polish)	18	Assiniboine (RCN)	83	Broke	43	Comus
	Z.8 (RNethN)	19	Malcolm	84	Keppel	44	Lagos

45	Tenacious	05	Danae (ii)	69	Vendetta (i) (RAN)	23	Whitley/Niki (RHN)	
46	Crown	06	Agincourt	70	Mackay	24	Blencathra	
47	Gabbard	07	Waterloo	71	Volunteer	25	Southdown	
48	Wrangler	08	Disdain = Delight (iii)	72	Talavera	26	Bedale	
49	Pique	09	Dunkirk	73	Dervish	27	Goathland	
50	Venus	10	Poictiers	74	Wanderer	28	Hurworth	
51	Chevron	11	Impulsive	75	Venomous	29	Vimiera	
52	Chaplet	12	St Mary's	76	Witherington	30	Blankney	
53	Undaunted	13		77	Diana (ii)	31	Chiddingfold	
54	Zodiac	14	Clare	78	Wolverine	32	Belvoir	
55	Finisterre	15	Daring (ii)	79	Saguenay (RCN)	33	Vivien	
56	Tuscan	16	Jutland (i)	80	Sherwood	34	Bicester	
57	Cossack (ii)	17	Alamein	81	Diamond (ii)	35	Cattistock	
58	Ranger	18	Assiniboine (RCN)	82	Navarino	36	Eskdale	
59	Wakeful	19	Desire	83	River Plate	37	Hambledon	
60	Sluys	20	Caldwell	84	Keppel	38	Vanity	
61	Chequers	21	Charlestown	85	Shikari	39	Rockwood	
62	Cassandra	22	Aisne	86	Trincomalee‡/Thracian	40	Westminster	
63	Corso = Concord	23	Castleton	87	Desperate	41	Vega	
64	Vixen	24	Hamilton (RCN)	88	Belle Isle	42	Brocklesby	
65	St James	25	Warwick	89	Witch	43	Blackmore	
66	Zambesi	26	Druid = Diana (iii)	90	Douglas	44	Glaisdale	
67	Tyrian	27	Walker	91	Kurnai = Bataan (RAN)	45	Whaddon	
68	Craccher = Crispin	28	Chesterfield	92	Viscount	46	Cleveland	
69	Ulysses	29	Vanessa	93	St Francis (RCN)	47	Blean	
70	Solebay	30	Arunta (RAN)	94	Duchess (ii)	48	Holderness	
71	Constance	31	Somme	95	Wells	49	Woolston	
72	Wizard	32	Versatile	96	Yeoman	50	Bleasdale	
73	Cavalier	33	Vimy	97	Corunna	51	Braham	
74	Hogue	34	Velox	98	Omdurman	52	Cowdray	
75	Virago	35	Demon	99	Duncan	53	Hatherleigh	
76	Consort	36	Vivacious	†Second number ‡First number			54	Cotswold
77	Trafalgar	37	San Domingo	(the <i>Trincomalee</i> 's number was			55	Winchester
78	Wessex (ii)	38	Ambuscade	changed so that the <i>Thracian</i> ,			56	Holcombe
79	Athabaskan (ii) (RCN)	39	Amazon	following her recovery from the			57	Limbourne
80	Barfleur	40	Decoy (ii)	Japanese, could take up her			58	Quantock
81	Zebra	41	Walpole	original pendant number)			59	Zetland
82	Creole	42	St Lucia				60	Mendip
83	Ulster	43	Matapan				61	Exmoor (i)
84	Saintes	44	Warramunga (RAN)	Flag L superior (1940)			62	Croome
85	Cambrian	45	Delight (ii)				63	Dulverton
86		46	Winchelsea	00	Valorous	64	Wallace	
87	Whirlwind	47	Dogstar = Defender (ii)	01		65	Bolebroke	
88	ex-T.28	48	Vidette	02	Wolsey	66	Quorn	
89	Termagant	49	Columbia (RCN)	03	Badsworth	67	Border	
90	Cheviot	50	Wrestler	04	Wryneck	68	Eridge	
91	Childers	51	Albuerra	05	Atherstone	69	Valentine/Tanatside	
92	ex-Hans Lody	52	Dainty (ii)	06	Avon Vale	70	Farndale	
93	Vigilant	53	Mons	07	Airedale	71	Calpe	
94		54	Vanquisher	08	Burton	72	Oakley (i)	
95	Zenith	55	Vesper	09	Easton	73	Melbreak	
96	Nookta (RCN)	56	Dragon = Decoy (iii)	10	Wrestler*/Southwold	74	Middleton	
97	Grenville (ii)	57	Niagara (RCN)	11	Fernie	75	Haydon	
98	Wager	58	Namur	12	Albrighton	76	Brecon	
99	Urchin	59	Trincomalee†	13		77	Grove/Aspis (RHN)	
			60	Campbell	14	Beaufort	78	Cottesmore
			61	Ilex	15	Eggesford	79	Brissenden
			62	Malplaquet = Jutland (ii)	16	Stevenstone	80	
			63	Verity	17	Berkeley	81	Catterick
			64	Vansittart	18	Talybont	82	Meynell
			65	St Clair (RCN)	19	Haldon	83	Derwent
			66	Wivern	20	Garth	84	Hurley
			67	Wishart	21	Viceroy	85	Heythrop
			68	Barrosa	22	Aldenham	86	Wensleydale
Flag I superior (1943)								
00	Stuart (RAN)							
01	Montrose							
02	Oudenarde							
03	Icarus							
04	Annapolis							

87	Eglinton	99	Tetcott	111		123	
88	Lamerton	100	Liddesdale	112		124	
89	Penylan	101		113		125	
90	Ledbury	102		114		126	
91	Wakeful*/Modbury	103		115	Silverton	12	
92	Pytchley	104		116		128	Wilton
93	Verdun	105		117		129	
94	Windsor*	106		118		*Conversion to fast escort cancelled	
95	Lauderdale	107		119			
96	Tynedale	108	Puckeridge	120			
97		109		121			
98	Tickham	110		122	Wheatland		

SUBMARINES

Until the practice of naming submarines was introduced its number reversed was its pendant number: thus the *L.23* had the pendant number 23L. The only apparent exception to the rule was the *X.1*, whose pendant number was also X1.

The practice of numbering, and not naming, submarines was only briefly perpetuated after the First World War. The first four post-war boats were numbered *X.1*, *O.1*, *AO.1*, and *AO.2*; but again with the exception of the *X.1* they were all given names by the launching stage. All subsequent boats were named from the onset.

Named submarines were now allocated a pendant number in the range 00/99 (numbers 00, 10, 13, 20, 30, 40, 50, 60, 70, 80, and 90 were not used) followed by a letter, usually that of the class. Thus, the “P”/“R”/“S”/“T” classes used their class letter, but the “O” class also used flag P; while the “River” class used flag F (for fleet), the “Porpoise” class flag M (for mine-layer), and the “U” class flag C (for coastal). Although unnamed submarines had their numbers painted-up on the conning tower, this was not the general practice of named submarines except for those on the China station. In 1939 all submarines adopted flag N inferior; and with the outbreak of the Second World War their pendant numbers were conspicuously painted-up on their conning towers. In 1940 this was altered to flag N superior; but all war construction was allocated flag P superior, and as before all numbers that were multiples of 10 were not used. The superstition attached to number 13 was extended, so that the boats initially allocated pendant numbers P.213 and P.313 were hastily re-numbered.

The war-programmed “U”/“V” classes received pendant numbers in the range P.31 up, the “S” class P.211 up, the “T” class P.311 up, and the “A”

class P.411 up; while P.511 up was reserved for ex-United States Navy submarines received under Lease/Lend, P.611 up for foreign construction appropriated at the outbreak of war, and P.711 up for captured enemy submarines. The final units of the “V” class, having exhausted the range of numbers between P.31 and 99, took whatever spare numbers that were available from P.11 up.

An odd decision taken shortly after the outbreak of war was to resort to the earlier practice of only numbering—and not naming—submarines. Consequently, only the “T”/“U” class boats of the 1939 Programme received names: the latter first having their names cancelled, and being numbered P.31/42; and then reverting to their original names, and taking fresh pendant numbers from the range N.11/99.

After this, submarines subsequently ordered were numbered P.31/39, P.41/49, P.51/59 (all “U” class); P.61/69, P.71/79 (all “S” class); P.81/87 (all “U” class and later cancelled), P.88/89 (both “S” class), and P.91/99 (all “T” class). Then, as submarine construction on a large scale was envisaged, the “S”/“T” classes were renumbered with series commencing from P.211 and P.311 respectively; and their former numbers were taken over by additional units of the “U” class, and the follow-on “V” class.

However, despite official ruling to the contrary, most submarines adopted appropriate unofficial names with the initial letters S, T, and U as applicable. It was not until early 1943 however, in deference to the submarine service, that the Admiralty rather belatedly resorted to naming submarines, and gave official sanction to the unofficial names in use. To add confusion to the whole issue these unofficial names had been widely used in official reports prior to 1943.

Flag H/L/P/R/F/M/S/T/C inferior (1939)							
	18T	Triumph	39S	Snapper	60		
	19S	Starfish	40		61S	Swordfish	
	20		41R	Regen	62R	Rover	
00	21P	Oberon	42P	Pandora	63T	Tigris	
01	22S	Sterlet	43H	H.43	64		
02	23L	L.23	44H	H.44	65S	Salmon	
03	24T	Thistle	45M	Narwhal	66C	Unity	
04	25		46P	Orpheus	67P	Osiris	
05	26L	L.26	47S	Seawolf	68T	Truant	
06	27L	L.27	48C	Undine	69S	Spearfish	
07	28H	H.28	49H	H.49	70		
08	29P	Perseus	50H	H.50	71F	Thames	
09	30		51P	Otway	72S	Sealion	
10	31H	H.31	52T	Trident	73S	Sturgeon	
11T	32H	H.32	53T	Triad	74M	Rorqual	
12F	33H	H.33	54S	Shark	75P	Parthian	
13	34H	H.34	55P	Oxley	76T	Tribune	
14M	35P	Olympus	56M	Grampus	77T	Tetrarch	
15T	36P	Perseus	57F	Severn	78T	Talisman	
16R	37M	Seal	58P	Oswald	79T	Torbay	
17T	38T	Taku	59C	Ursula	80		

81S Sunfish
 82
 83M Cachalot
 84P Odin
 85
 86
 87
 88R Regulus
 89
 90
 91
 92P Otus
 93
 94T Tuna
 95
 96P Phoenix
 97
 98S Seahorse
 99P Poseidon

Flag N superior (1940)

00
 01
 02
 03
 04
 05
 06
 07
 08
 09
 10
 11 Thorn
 12 Clyde
 13
 14 Porpoise
 15 Triton
 O.15 (RNethN)
 16 Rainbow
 Katsonia (RHN)
 17 Tarpon
 Urge
 18 Triumph
 Matrozos (RHN)
 19 Utmost
 ex-U.117
 20
 21 Oberon
 22 Sterlet
 K.14 (RNethN)
 23 L.23
 24 Thistle
 K.15 (RNethN)
 25 Thunderbolt
 ex-U.1407
 26 L.26
 27 L.27
 28 H.28
 29 Proteus
 30
 31 H.31
 Atropo (RItN)

32 H.32
 33 H.33
 34 H.34
 35 Olympus
 ex-U.2326
 36 Perseus
 Cagni (RItN)
 37 Thrasher
 38 Taku
 39 Snapper
 40
 41 Regent
 ex-U.3017
 42 Pandora
 43 H.43
 44 H.44
 45 Narwhal
 Trusty
 46 Orpheus
 Graph
 47 Seawolf
 48 Undine
 Traveller
 49 H.49
 Bragadino (RItN)
 50 H.50
 51 Otway
 52 Trident
 53 Triad
 K.11 (RNethN)
 54 Shark
 O.19 (RNethN)
 55 Undaunted
 Corridoni (RItN)
 56 Grampus
 Union
 57 Severn
 58 Oswald
 Alagi (RItN)
 59 Ursula
 60
 61 Swordfish/Nebojsca
 (RYN)/K.12 (RNethN)
 62 Rover
 63 Tigris
 64 Wilk (Polish)
 65 Salmon
 Usk/ex-U.776
 66 Unity
 Menotti (RItN)
 67 Osiris
 68 Truant
 69 Spearfish
 70
 71 Thames
 Galatea (RItN)
 72 Sealion
 73 Sturgeon
 74 Rorqual
 75 Parthian
 76 Tribune
 77 Tetrarch
 78 Talisman
 79 Torbay

80
 81 Sunfish
 82 Umpire
 Zoea (RItN)
 83 Cachalot
 ex-U.1023
 84 Odin
 85 Orzel (Polish)
 86 Tempest
 ex-U.249
 87 Una
 88 Regulus
 89 Upright
 90
 91 Trooper
 92 Otus
 93 Unbeaten
 94 Tuna
 95 Unique
 96 Phoenix
 Brin (RItN)
 97 Urchin
 K.14 (RNethN)
 98 Turbulent
 99 Upholder

Flag P superior (Nos. 00/99)

00
 01
 02
 03
 04
 05
 06
 07
 08
 09 O.9 (RNethN)
 10 O.10 (RNethN)
 11 Unbridled
 12 B.1 (RNN)
 13
 14 O.14 (RNethN)
 15 Rubis (French)
 16 Upward
 17 Surcouf/La Glorieux
 (French)
 18 Vagabond
 19 Junon (French)
 20
 21 O.21 (RNethN)
 22 O.22 (RNethN)
 23 O.23 (RNethN)
 24 O.24 (RNethN)
 25 Vehement
 26 Minerve (French)
 27 Venom
 28 Verve
 29 Volary
 30
 31 Unnamed = Uproar
 32 Unnamed
 33 Unnamed/Ceres (French)

34 Unnamed = Ultimatum
 35 Unnamed = Umbra
 36 Unnamed
 37 Unnamed = Unbending
 38 Unnamed
 39 Unnamed
 40
 41 Unnamed/Uredd/Pallas
 42 Unnamed = Unbroken
 43 Unnamed = Unison
 44 Unnamed = United
 45 Unnamed = Unrivalled
 46 Unnamed = Unruffled
 47 Unnamed = Dolfijn
 48 Unnamed
 49 Unnamed = Unruly
 50
 51 Unnamed = Unseen
 52 Unnamed = Dzik
 (Polish)
 53 Unnamed = Ultor
 54 Unnamed = Unshaken
 55 Unnamed = Unsparing
 56 Usurper/H.1 (RItN)
 57 Universal
 58 Unnamed = Vitality
 59 Untiring
 60
 61 Varangian
 62 Uther
 63 Unswerving
 64 Vandal
 65 Upstart
 66 Varne
 67 Vox (i)
 68 Venturer
 69 Viking
 70
 71 Veldt
 72 Vampire (ii)
 73 Vox (ii)
 74 Vigorous
 75 Virtue
 76 Visigoth
 77 Vivid
 78 Voracious
 79 Vulpine
 80
 81 Varne
 82 Upshot
 83 Urtica
 84 Vineyard
 85 Variance
 86 Vengeful
 87 Vortex
 88 Veto
 89 Virile
 90
 91 Visitant
 92 Upas
 93 Ulex
 94 Utopia
 95 Virulent
 96 Volatile

97	Urchin	258	Scorcher	346	Unnamed	450	
98		259	Sidon	347	Unnamed	451	Abelard
99		260		348	Unnamed	452	Acasta (ii)
		261	Sleuth	349	Thor	453	Alcestis
		262	Solent	350		454	Aladdin
Flag P superior (Nos. 200/271)		263	Spearhead	351	Tiara	455	Aztec
		264	Springer	352	Totem	456	Artful
200		265	Spur	353	Truncheon	457	Adversary
201		266	Sanguine	354	Turpin	458	Asgard
202		267	Sea Robin	355	Thermopylae	459	Awake
203		268	Sprightly			460	
204		269	Surface			461	Astarte
205		270		Flag P superior (Nos. 400/463)		462	Assurance
206		271	Surge			463	
207				400			
208				401			
209		Flag P superior (Nos. 300/355)		402		Flag P superior (Nos. 500 up/550 up/600 up/700 up)	
210				403			
211	Unnamed = Safari	300		404			
212	Unnamed = Sahib	301		405		500	
213	Unnamed = P.247	302		406		501	
214	Unnamed = Satyr	303		407		502	
215	Unnamed = Sceptre	304		408		503	
216	Unnamed = Seadog	305		409		504	
217	Unnamed = Sibyl	306		410		505	
218	Sea Rover	307		411	Acheron (ii)	506	
219	Unnamed = Seraph	308		412	Adept	507	
220		309		413		508	
221	Unnamed = Shakespeare	310		414	Ace	509	
222	Unnamed	311	Unnamed	415	Alcide	510	
223	Unnamed = Sea Nymph	312	Unnamed = Trespasser	416	Alderney	511	Unnamed
224	Unnamed = Sickle	313	Unnamed = P.339	417	Alliance	512	Unnamed
225	Unnamed = Simoon	314	Unnamed = Tactician	418	Ambush	513	
226	Sirdar	315	Unnamed = Truculent	419	Auriga	514	Unnamed
227	Spiteful	316	Unnamed = Templar	420		515	
228	Unnamed = Splendid	317	Unnamed = Tally Ho	421	Affray	550	
229	Unnamed = Sportsman	318	Tantalus	422	Anchorite	551	Unnamed = Jastrzab
230		319	Tantivy	423	Andrew	552	Unnamed
231	Stoic	320		424	Andromache	553	Unnamed
232	Stonehenge	321	Telemachus	425	Answer	554	Unnamed
233	Storm	322	Talent (i)	426	Aurochs	555	Unnamed
234	Stratagem	323	Terrapin	427	Aeneas	556	Unnamed
235	Strongbow	324	Thorough	428	Antagonist	557	
236	Spark	325	Unnamed = Thule	429	Antaeus	558	
237	Scythian	326	Unnamed = Tudor	430		559	
238	Stubborn	327	Tireless	431	Anzac (i)	560	
239	Surf	328	Token	432	Aphrodite	561	
240		329	Tradewind	433	Achates (ii)	562	
241	Syrtis	330		434	Admirable	563	
242	Shalimar	331	Trenchant	435	Approach	564	
243	Scotsman	332		436	Arcadian	565	
245	Spirit	333	Trump	437	Ardent (ii)	600	
246	Statesman	334	Taciturn	438	Argosy	601	
247	Unnamed = Saracen	335	Tapir	439	Amphion (ii)	602	
248	Sturdy	336	Tarn	440		603	
249	Stygian	337	Tasman = Talent (iii)	441	Alari	604	
250		338	Teredo	442	Atlantis	605	
251	Subtle	339	Unnamed = Taurus	443	Agile	606	
252	Supreme	340		444	Asperity	607	
253	Seascout	341	Theban	445	Austere	608	
254	Selene	342	Tabard	446	Aggressor	609	
255	Seneschal	343	Talent (ii)	447	Astute	610	
256	Sentinel	344	Threat	448	Agate (ii)	611	Unnamed
257	Saga	345	Unnamed	449	Artemis	612	Unnamed

613		702		707		712	Unnamed = Matrozos
614	Unnamed	703		708		713	
615	Unnamed	704		709		714	Unnamed = Narval
700		705		710		715	Graph
701		706		711	X.2		

SLOOPs, CORVETTES AND FRIGATES

In 1939 escort and patrol vessels wore flag L (which they shared with the ex-destroyer conversions to fast escorts), corvettes flag M, minesweepers flag N, and surveying vessels (ex-sloops) flags J/N; but in the general re-allocation of flag superiors in 1940 escort vessels were changed to flag U, patrol vessels and corvettes (and the later frigates) to flag K, and minesweepers and surveying vessels to flag J. Owing to the scale of war con-

struction it was no longer possible to contain a particular category within the range of numbers 00/99; and flags J/K were expanded as necessary.

With Lease/Lend transfers the Coast Guard cutters (which approximated frigates) were allocated flag Y, frigates flag K and minesweepers flag J (as with their Royal Navy counterparts), and coastal escorts (which approximated corvettes) flag 5.

Flag L superior (1939)		46		94	Windsor	38	Cygnets
		47	Fleetwood	95		39	Hind
00	Valorous	48		96		40	Narbada (RIN)
01	Bridgewater	49	Woolston	97	Aberdeen	41	Commandant Duboc (French)
02	Wolsey	50	Rochester	98		42	Modeste
03	Erne	51	Milford	99	Ibis	43	Bideford
04	Wryneck	52	Puffin			44	Parramatta (RAN)/Snipe
05		53	Deptford	Flag U superior (1940)		45	Wild Goose
06	Sheldrake	54		00		46	Kistna (RIN)
07	Bittern	55	Winchester	01	Bridgewater	47	Fleetwood
08		56	Enchantress	02	Arras (French)	48	
09	Cornwallis	57	Black Swan	03	Erne	49	Pheasant
10	Wrestler	58		04	Balise/Vaillant (French)	50	Rochester
11		59	Lowestoft	05	Chanticleer	51	Milford
12	Sandwich	60		06	Pessac (French)	52	Godarvari (RIN)
13		61	Auckland	07	Actaeon	53	Deptford
14	Rosemary	62		08	Woodpecker	54	
15	Fowey	63		09	Cornwallis (RIN)	55	Sauterne (French)
16	Grimsby	64	Wallace	10	Cauvery (RIN)	56	Enchantress
17		65	Wellington	11	Lark	57	Black Swan
18	Flamingo	66		12	Sandwich	58	Hart
19	Lupin	67	Indus (RIN)	13		59	Lowestoft
20		68		14		60	Alacrity
21	Pintail	69	Valentine (i)	15	Fowey	61	Auckland
22	Folkestone	70	Kingfisher	16	Amethyst	62	Lapwing
23	Whitley	71	Pathan (RIN)	17	La Moqueuse (French)	63	Belfort (French)
24		72	Weston	18	Flamingo	64	Nereide
25	Scarborough	73	Warrego (RAN)	19		65	Wellington
26	Foxglove	74	Swan (RAN)	20	Snipe	66	Starling
27	Hastings	75	Egret	21	Jumna (RIN)	67	Indus (RIN)
28	Penzance	76	Londonderry	22	Folkestone	68	Amiens (French)
29	Vimiera	77	Yarra (RAN)	23	Crane	69	Redpole
30	Kittiwake	78		24	Epinal (French)	70	Commandant Domine (French)
31	Chrysanthemum	79	Clive (RIN)	25	Scarborough	71	Sparrow
32	Shoreham	80	Hindustan (RIN)	26		72	Weston
33	Vivien	81	Stork	27	Hastings	73	Warrego (RAN)
34	Falmouth	82		28	Wren (ii)	74	Swan (RAN)
35		83	Lawrence (RIN)	29	Whimbrel	75	Egret
36	Leith	84	Dundee	30	Mermaid	76	Londonderry
37		85		31	Pomerol (French)/Wryneck	77	Yarra (RAN)
38	Vanity	86	Pelican	32	Shoreham	78	Viking (French)
39	Shearwater	87		33	Opossum	79	
40	Westminster	88		34	Falmouth	80	Hindustan (RIN)
41	Vega	89	Guillemot	35	Dumont d'Urville (French)	81	Stork
42	Mallard	90		36	Leith	82	Magpie
43	Bideford	91	Wakeful	37	Partridge	83	
44	Parramatta (RAN)	92					
45		93	Verdun				

84	Dundee	44	Wallflower	04	Flinders	67	Llandudno
85		45	Convolvulus	05	Kellett	68	Sharpshooter
86	Pelican	46		06	Alresford	69	Sphinx
87	Kite	47	Polyanthus	07	Beaumaris	70	Ypres (RCN)
88		48	Anemone	08	MMS.1	71	Harrier
89	Chevrieul (French)	49	Crocus	09	Cromarty	72	Welshman
90	Woodcock	50		10	Alecto	73	Niger
91	Nymphe	51		11	Brable (i)	74	Queen of Kent
92	La Capricieuse (French)	52	Puffin	12	Thames Queen/ Ravenswood	75	Duchess of Cornwall
93	Van Kinsbergen (Neth)	53				76	
94	Gazelle (French)	54	Marguerite	13		77	Romney
95	Sutlej (RIN)	55		14	Boston	78	Sutton
96	Peacock	56	Asphodel	15		79	Scott
97	Anammite (French)	57		16	Glen Gower	80	Britannia = Skiddaw
98	Leoville (French)	58		17	Speedy	81	Investigator (RIN)
99	Ibis	59	Dahlia	18	Selkirk	82	Hussar
		60	Lavender	19		83	Gleaner
		61	Pentstemon	20	Folkestone	84	Franklin
		62	Widgeon	21	MMS.2	85	Seagull
		63		22	Britomart	86	Salamander
		64	Hollyhock	23	Abingdon	87	Speedwell
		65	Myosotis	24	Hebe	88	Fundy (RCN)
		66	Begonia	25	Scarborough	89	Fareham
		67	Snowdrop	26	Glen Usk	90	Derby
		68	Jonquil	27		91	Endeavour
		69		28	Brighton Queen	92	City of Rochester
		70	Kingfisher	29	Armentiers (RCN)	93	Leda
		71		30	Queen of Thanet	94	Gaspe (RCN)
		72	Godetia (i)	31	Stornoway	95	Ilfracombe
		73		32	Tedworth	96	Research
		74	Narcissus	33	Stoke	97	
		75	Celandine	34		98	Challenger
		76		35	Nookta (i) (RCN)	99	Jason
		77	Delphinium	36	Rhyl		
		78		37	Pangbourne		
		79	Petunia	38	Skipjack (i)		
		80	Bluebell	39	Elgin		
		81		40	Fermoy		
		82	Larkspur	41	Albury		
		83	Cyclamen	42	Halcyon		
		84		43	Westward Ho		
		85	Verbena	44	Lydd		
		86	Arbutus (i)	45	Ross		
		87	Marigold	46	Festubert (RCN)		
		88		47	Sidmouth		
		89	Guillemot	48	Medway Queen		
		90		49	Aberdare		
		91	Primrose	50	Bridport		
		92		51	Waverley		
		93		52	Dunoon		
		94	Columbine	53	Dunbar		
		95	Dianthus	54	Moresby (RAN)		
		96	Aubretia	55	Widnes		
		97	Salvia	56	Huntley		
		98	Zinnia	57	Bagshot		
		99	Gardenia	58	Saltburn		
				59			
				60	Dundalk		
				61	Harrow		
				62	Saltash		
				63	Gossamer		
				64	Comox (RCN)		
				65			
				66	Cambria = Plinlimmon		

Flag M superior (1939)							
00	Carnation						
01							
02							
03	Heliotrope						
04							
05	Lobelia						
06	Sheldrake						
07	Daffodil						
08							
09	Candytuft						
10	Snapdragon						
11	Mimosa						
12	Auricula						
13							
14	Primula						
15							
16							
17							
18	Campanula						
19	Nigella						
20							
21	Pintail						
22							
23	Jasmine						
24							
25	Azalea						
26							
27	Honeysuckle						
28							
29	Tulip						
30	Kittiwake						
31							
32	Coreopsis						
33							
34	Gladiolus						
35							
36	Clematis						
37	Veronica						
38	Mignonette						
39	Hydrangea						
40							
41	Sunflower						
42	Mallard						
43							

Flag N superior (1939)							
00	Bangor						
01	Essex Queen						
02	Hazard						
03	Fitzroy						

Flag J superior (1940)							
00	Bangor						
01	Essex Queen/Doomba (RAN)/Ross Norman* (RCN)						
02	Hazard						
03	Fitzroy						
04	Flinders						
05	Kellett/Suderoy V* (RCN)						
06	Alresford/Suderoy VI* (RCN)						
07	Beaumaris						
08	Bayfield (RCN)						
09	Cromarty/Deepwater						
10	Alecto/Standard Coaster* (RCN)						
11	Bramble (i)/Venosta* (RCN)						
12	Thames Queen/Catherine/ Viernos* (RCN)						
13	Rayon d'Or (RCN)						
14	Boston						
15	Blyth						
16	Glengower/Cato/Fleur de Lys* (RCN)						
17	Speedy						
18	Selkirk						
19	Rothsay						

20	Sandown/Reclaim	79	Scott	139	Wedgeport (RCN)	203	Rockhampton (RAN)
21	Canso (RCN)	80	Skiddaw/Packice	140	Alarm	204	Katoomba (RAN)
22	Britomart	81	Investigator (RIN)	141	Tambar (RAN)	205	Townsville (RAN)
23	Abingdon/Celerity	82	Hussar	142	MAC.1	206	Lithgow (RAN)
24	Hebe	83	Gleaner	143	Bootle	207	Mildura (RAN)
25	Coolebar (RAN)	84	Franklin	144	Georgian (RCN)	208	Beaulieu = Lantan
26	Glen Usk	85	Seagull	145	Lismore (RAN)	209	Looe = Lyemun
27	Blackpool	86	Salamander	146	Cowichan (RCN)	210	Portland = Taitam
28	Brighton Belle/Chamois	87	Speedwell	147	Poole	211	Seaford = Waglan
29	Armentiers (RCN)	88	Fundy (RCN)	148	Malpeque (RCN)	212	Shippigan
30	Queen of Thanet/White Bear	89	Fareham	149	Ungava (RCN)	213	Algerine
31	Stornoway	90	Derby	150	MAC.2	214	Circe
32	Tedworth	91	Endeavour	151	Clacton	215	Vestal
33	Stoke	92	City of Rochester	152	Quatsino (RCN)	216	Espiegle
34	Tenby	93	Leda	153	Whyalla (RAN)	217	Rattler = Loyalty
35	Nookta (i) = Nanoose (RCN)	94	Gaspe (RCN)	154	Nipigon (RCN)	218	Kapunda (RAN)
36	Rhyl	95	Ilfracombe	155	Hartlepool	219	Rosario
37	Pangbourne	96	Research	156	Thunder (RCN)	220	Tadoussac (RCN)
38	Skipjack (i)/Caraquet (RCN)	97	Polruan	157	Toowoomba (RAN)	221	Onyx
39	Elgin	98	Challenger	158	Bathurst (RAN)	222	Wallaroo (RAN)
40	Fermoy	99	Jason	159	Mahone (RCN)	223	Ready
41	Albury	100	Gracie Fields/Lockeport (RCN)	160	Chignecto (RCN)	224	Fantome
42	Halcyon	101	Essex Queen/Albacore	161	Outarde (RCN)	225	Rinaldo
43	Westward Ho	102	Mercury	162	Wasaga (RCN)	226	Spanker
44	Lydd	103	Scawfell	163	MAC.3	227	Mutine
45	Ross	104	Glen Avon/Nebula	164	Middlesbrough	228	Tilbury
46	Festubert (RCN)	105	Brixham	165	Minas (RCN)	229	Cockatrice
47	Sidmouth	106	Emperor of India/Alert	166	Quinte (RCN)	230	Cadmus
48	Medway Queen	107	Duchess of Rothesay	167	Gouldburn (RAN)	231	Bundaberg (RAN)
49	Aberdare	108	Jeannie Deans	168	Chedabucto (RCN)	232	Deloraine (RAN)
50	Bridport	109	Ambassador	169	Miramichi (RCN)	233	Inverell (RAN)
51	Waverley/Squall	110	Oriole	170	Bellechasse (RCN)	234	Latrobe (RAN)
52	Dunoon/Guysborough (RCN)	111	Princess Elizabeth	171	MAC.4	235	Horsham (RAN)
53	Dunbar	112	Laguna Belle/Hinnoy (RNN)	172	Wollongong (RAN)	236	Glenelg (RAN)
54	Moresby (RAN)	113	Devonia	173	Dornoch	237	Madras (ii) (RIN)
55	Widnes/Malwa (RIN)	114	Marmion	174	Clayoquot (RCN)	238	Gympie (RAN)
56	Huntley	115	Duchess of Fife	175	Cessnock (RAN)	239	Punjab (RIN)
57	Bagshot	116	Bude	176	St Ann (RCN)	240	Armidale (RAN)
58	Saltburn	117	Brighton Belle/Parrsborough (RCN)	177	MAC.7	241	Bunbury (RAN)
59	Peterhead	118	Snaefell	178	Geraldton (RAN)	242	Colac (RAN)
60	Dundalk/Jan van Gelder (RNethN)	119	Fort York (RCN)	179	Launceston (RAN)	243	Bengal (RIN)
61	Harrow	120	Helvellyn	180	Padstow	244	Castlemaine (RAN)
62	Saltash	121	Whitehaven	181	Tamworth (RAN)	245	Oudh (RIN)
63	Gossamer	122	William Scoresby	182	Greenock	246	Fremantle (RAN)
64	Comox (RCN)	123	Seaham	183	Cairns (RAN)	247	Bihar (RIN)
65	Bridlington	124	Fraserburgh	184	Ballarat (RAN)	248	Shepparton (RAN)
66	Plinlimmon	125	Goatfell	185	MAC.5	249	Bombay (RIN)
67	Llandudno	126	Felixstowe	186	Ipswich (RAN)	250	Burlington (RCN)
68	Sharpshooter	127	Eastbourne	187	Bendigo (RAN)	251	Dubbo (RAN)
69	Sphinx/Ingonish (RCN)	128	Queen Empress/Cromer	188	Gawler (RAN)	252	Ecchuca (RAN)
70	Ypres (RCN)	129	Deccan (RIN)	189	Pirie (RAN)	253	Drummondville
71	Harrier	130	Orara (RAN)	190	Harwich	254	Swift Current (RCN)
72	Worthing	131	Ardrossan	191	Broome (RAN)	255	Red Deer (RCN)
73	Niger (i)	132	Ryde	192	Kalgoorlie (RAN)	256	Medicine Hat (RCN)
74	Queen of Kent	133	Southsea/Nimbus	193	Sunderland	257	Vegreville (RCN)
75	Duchess of Cornwall	134	Gulnare	194	Banff (i) = Hythe	258	Grandmère (RCN)
76	Rye	135	Lorna Doone	195	Maryborough (RAN)	259	Gananoque (RCN)
77	Romney	136	Whippingham/Maaloy (RNN)	196	MAC.6	260	Goderich (RCN)
78	Sutton	137	Tongkol (RAN)	197	Lyme Regis (i)	261	Kelowna (RCN)
		138	Qualicum (RCN)	198	Burnie (RAN)	262	Courtenay (RCN)
				199	Newhaven	263	Melville (RCN)
				200	Clydebank	264	Granby (RCN)
				201	Geelong (RAN)	265	Noranda (RCN)
				202	Warrnambool (RAN)	266	Lachine (RCN)

267	Digby (RCN)	329	Mimico (RCN)	386	Welcome	450	Orsay
268	Truro (RCN)	330	Oshawa (RCN)	387	Chameleon	451	Tocogay
269	Trois Rivières (RCN)	331	Portage (RCN)	388	Cheerful	452	Tahay
270	Brockville (RCN)	332	St Boniface (RCN)	389	Hare	453	Fierce
271	Transcona (RCN)	333	St Thomas (RCN)	390	Jewel	454	Myrmidon
272	Esquimalt (RCN)	334	The Soo (RCN)	391	Liberty	455	Mystic
273	Bramble (ii)	335	Maenad (1st No.)	392	Hydrograaf (RNethN)	456	Nerissa
274	Larne (ii)	336	Wallaceburg (RCN)	393	Hval V (RNN)	457	Nicator
275	Hydra	337	Winnipeg (RCN)	394	Bortind (RNN)	458	
276	Lennox (ii)	338	Vital	395	Kalamalka (RCN)	459	Nonpareil
277	Orestes	339	Usage	396	Fort Francis (RCN)	460	Nox
278	Llewellyn	340	Chance	397	New Liskeard (RCN)	461	Odin
279	Lloyd George (RCN)	341	Combatant	398	Friendship	462	Orcadia
280	Port Hope (RCN)	342	Gazelle	399	Cybele	463	Ossory
281	Kenora (RCN)	343	Sepoy	400	Magic	464	Firball
282	Antares	344	Border Cities (RCN)	401	Pylades	465	Gabriel
283	Arcturus	345	Cynthia	402	Elfreda	466	Happy Return
284	Aries	346	Gorgon	403	Fairy	467	Balmain
285	Bowen (RAN)	347	Persian (from 1943)	404	Floriziel	468	Nepean
286	Clinton	348	Stawell (RAN)	405	Foam	469	Nonsuch
287	Gozo	349	Arnprior (RCN) = Courier	406	Frolic	470	Gondwana (RIN) (2nd No.)
288	Lightfoot	350	Bowmanville (RCN) = Coquette	407	Garnet	471	C.24
289	Melita			408		472	
290	Octavia	351	Cowra (RAN)	409	M.4046	473	
291	Pelorus	352	Grecian	410		474	
292	Persian (to 1943)	353	Kiama (RAN)	411		475	
293	Pickle	354	Leaside (RCN) = Serene	412		476	
294	Pincher	355	Rockcliff (RCN)	413		477	
295	Plucky	356	Welfare	414		478	
296	Postillion	357	Daerwood (RCN)	415		479	
297	Rattlesnake	358	Rossland (RCN)	416		480	Alder Lake (RCN)
298	Recruit	359	St Joseph (RCN)	417		481	Ash Lake (RCN)
299	Rifleman	360	Toronto (RCN) = Mary Rose	418		482	Beech Lake (RCN)
300	Solebay			419	C.28	483	Birch Lake (RCN)
301	Squirrel	361	Parkes (RAN)	420		484	Cedar Lake (RCN)
302	Thisbe	362	June (RAN)	421	Cyrus	485	Cherry Lake (RCN)
303	Truelove	363	Strahan (RAN)	422	Immersay	486	Elm Lake (RCN)
304	Waterwitch	364	Coquitlam (RCN)	423	Lingay	487	Fir Lake (RCN)
305	Brave	365		424	Sandray	488	Hickory Lake (RCN)
306	Fly	366		425	Scaravay	489	Larch Lake (RCN)
307	Hound	367	Stormcloud	426	Shillay	490	Maple Lake (RCN)
308	Fancy	368		427	Sursa	491	Oak Lake (RCN)
309	Sarnia	369	Coppercliffe (RCN) = Felicity	428	Jaseur	492	Pine Lake (RCN)
310	Stratford (RCN)			429	Ronay	493	Poplar Lake (RCN)
311	Fort William (RCN)	370	Tillsonburg (RCN) = Flying Fish	430	Nguva	494	Spruce Lake (RCN)
312	Kentville (RCN)			431	Trodday	495	Willow Lake (RCN)
313	Mullgrave (RCN)	371	La Vallée (RCN)	432	Vacesay	496	
314	Blairmore (RCN)	372	Cranbrook (RCN)	433	Laertes	497	
315	Wagga (RAN)	373	Revelstoke (RCN)	434	Vallay	498	
316	Cootamundra (RAN)	374	Tattoo	435	Maenad (2nd No.)	499	
317	Milltown (RCN)	375	Steadfast	436	Magicienne	500	
318	Westmount (RCN)	376	Humberstone (RCN) = Golden Fleece	437	Mameluke		
319	Lyme Regis (ii)			438	Mandate		
320	Sind (RIN)	377	Petrolia (RCN) = Lioness	439	Rosamund		
321	Gondwana (RIN)	378	Huntsville (RCN) = Prompt	440	Styx		
322	Assam (RIN)	379	Hespeler (RCN) = Lysander	441	Wiay		
323	Benalla (RAN)	380	Kincardine (RCN) = Mariner	442	Disdain		
324	Gladstone (RAN)			443	Marvel		
325	Forrest Hill (RCN) = Providence	381	Orangeville (RCN) = Marmion (ii)	444	Michael		
326	Kapuskasing (RCN)	382	Sylvia	445	Minstrel		
327	Longbrance (RCN) = Regulus	383	Tanganyika	446	Pluto		
328	Middlesex (RCN)	384	Rowena	447	Polaris		
		385	Wave	448	Pyrrhus		
				449	Romola		

Appendix 2. British RDF

The first RDF sets—type 79—were numbered in the W/T transmitter series; and as the 100 range of numbers was allocated to Asdic sets, subsequent RDF sets received numbers in the 200 range.

Type	PRF	Band	Output	Pulse	Notes
AW.79Y	.....	UHF-band (38mc/s)	15/20kW	μs	Separate TX & RX antenna 2 pairs dipoles
AW.79Z	50	...-band	90kW	μs	Separate TX & RX antenna
AW.79B	.....	...-band	70kW	8/10μs	Single antenna
IFF.240					Associated with specific AW/SW sets
IFF.242					do
IFF.243					do
IFF.252					do
AR.261X	500	UHF-band (50cm)	80kW	1.7μs	Not further developed or fitted
AR.261Y	800	VHF-band (1.5m)	10kW	2μs	Not further developed or fitted
AR.262	1,500	X-band	30kW	20μs	Replaced AR.282 dish antenna; 40mm STAAG mounting; X-band
AR.262Q					Antenna placed below guns
AW.267	500	P-band	100kW	1μs	For submarines; replaced 291 W Dipole
	500	X-band	15/25kW	1μs	(P)/cheese (X) antennae
AW.267W					
AW.267MW					Could be operated while submerged
AW.267PW					PPI
AW.267QW					
SW.268	500	X-band	40kW	0.75μs	Escort destroyers/minesweepers/coastal forces/secondary for major ships; cheese antenna
SW.271	500	S-band (10cm)	7kW	1.5μs	Replaced 286 surface element; double cheese antenna
SW.271P		S-band			
SW.271PR		S-band			Accurate ranging panel
SW.271Q		S-band	70kW	1.5μs	PPI
SW.272		S-band	70kW	1.5μs	Replaced 286 surface element; cable feed between power source and antenna so that latter could be carried on mast.
SW.273		S-band			Major ships; two 4.5ft dia paraboloid antennae
SW.273Q					PPI; stabilised
SW.273QR					Accurate ranging panel
SR.274	500		400kW	0.5μs	Replaced 284 double cheese antenna
AR.275					Replaced 285 Mk. VI HA.DCT; two 4ft dish antennae
SW.276	500	S-band	500kW	1.5μs	Replaced 272; only fitted to ships that could not take 277 stabilised
				1.9μs	cheese antenna
				0.7μs	
SW.277					Stabilised 4.5ft parabolic dish antenna; also used as height finder
SW.277P					
AW.279	50		70kW	7μs	79 with accurate range panel
				30μs	
AW.280					OBV <i>Ariguani</i> and aux AA ships <i>Alynbank</i> & <i>Springbank</i>
AW.280 X	100	VHF-band	50kW	3/4μs	Precision ranging unit
AW.281	50	VHF-band	350kW	15μs	Accurate ranging panel; oblong antenna with two arms at each
		VHF-band	1,000kW	2μs	corner each with 2 dipoles; separate TX and RX antenna
				1.7μs	
AW.281B					Beam switching eliminated TX antenna
AW.281BP					Beam switching eliminated TX antenna
AW.281BQ					PPI
AR.282	500	UHF-band (600mc/s)	15/25kW	1.7μs	Close range armament Mk. III & Mk. IV directors; 2 yagi antennae; Hazemeyer 40mm mounting
AR.282M1/2	500	UHF-band (600mc/s)	60/80kW	1μs	
AR.282M3/4	500	UHF-band	60/80kW	1μs	
AR.283	500	UHF-band	150kW	1μs	Long range barrage fire; 2 yagi antennae
SR.284	500	UHF-band	25kW	1.7μs	24 dipole antennae
SR.284M	500	UHF-band	150kW	1μs	
SR.284M1/2					
SR.284M3/4					
AR.285		UHF-band (600mc/s)			6 yagi antennae

AR.285M					
AR.285P					
GW.286	200	P-band (214mc/s)	6kW	2µs	2 yagi fixed antennae each with 6 dipoles
	800				
GW.286M	450	P-band (214mc/s)	7kW	1.2µs	
	500				
GW.286P					
GW.286PQ	500		100kW	1.2µs	More powerful TX
GW.286PU					For coastal forces; fixed antenna, later rotating
GW.286PW					For submarines; frame antenna
SR.287					Shore based precision ranging
AR.288					284 modified for AMC/OBV/etc.
AR.289		UHF-band (70cm)			RNethN set
AW.290	500		100kW	1.7µs	Replaced 286 air element; cruciform antenna with 2 dipoles on each arm; separate RX & TX antennae at mastheads
AW.291	500	P-band	100kW	1.1µs	Replaced 286 air element; destroyers/sloops/frigates/corvettes/some submaines; cruciform antenna with 2 dipoles on each arm; separate RX & TX antennae at mastheads
AW.291M	500	P-band	100kW	1.1µs	PPI
AW.291P	500	P-band	100kW	1.1µs	PPI
AW.291Q	500	P-band	100kW	1.1µs	PPI
AW.291U	500	P-band	100kW	1.1µs	2 yagi antennae; Coastal Forces/trawlers
AW.291W	500	P-band	100kW	1.1µs	Submarines; cruciform antenna with two dipoles on each arm
TI.293		S-band			Stabilised 6ft cheese antenna 277 TX
TI.293M		S-band			Stabilised 8ft cheese antenna
TI.293P		S-band			Easier maintenance than 293M
GW.294		S-band			To replace 277; also used height finder; development abandoned 1945
GW.295					To replace 277 & 294; stabilised antenna; development abandoned 1945
SW.298		X-band			Development abandoned
AW.960	250	VHF-band	450kW	5µs 15µs	Antenna similar 281
AW.960M		VHF-band			Small mattress antenna
AW.960P		VHF-band			Large mattress antenna; aircraft carriers “Malta” class
SW.970	500	S-band	40kW	1µs	RAF H2S mapping LCI(L) & LCT(R)
	1,000	S-band	50/70kW	1µs	
SW.971	650	X-band	40/70kW	1µs	RAF H2X mapping Landing craft/navigation leaders (MLs)/light craft
2,000					
GW.980					277 TX Triple cheese antenna; aircraft carriers
HF.981					Horn-fed dish antenna to complement 980
AR air ranging AW air warning GR general (combined air/surface) ranging GW general (combined air/surface) warning IFF interrogator SB surface bearing SR surface ranging SW surface warning TI target indicating					

Appendix 3. Asdic

The first experiments with an acoustic underwater locating device took place at the end of the First World War, and the prototype set—type 111—was fitted on the requisitioned patrol trawler *Ebro II*, and then on the fast escort vessel *P.59*. From this was developed the type 112 for the “P/PC” fast escorts, the type 113 for submarines, and the type 114 for destroyers. The sets could be operated in either the active transmitting, or passive listening, modes; were provided with directing gear; and were retractable, and so the dome was made portable. There was no control system: the operator in the Asdic cabinet simply passed relative bearings and ranges by voicepipe to the bridge.

By 1928/29 standard sets were available for destroyers and submarines, and in the former the transducer was linked to the gyro repeater so that a true bearing of the target was available to the A/S officer on the bridge. Between 1927 and 1934 a simpler standard trawler set emerged with a magnetic compass bearing indicator and a range recorder; and relatively large orders were

later placed to equip the trawler reserve. In 1934 a secondary control position was established on the bridge of destroyers; which greatly aided attack procedures as the bearing, range, and doppler effect of the target were readily available. There was still no A/S plot, however, and much depended on the experience of the A/S control officer. By 1937 a similar set was available for sloops, also with a control position on the bridge; and following the outbreak of war was installed in a large number of old destroyers, minesweepers, corvettes, etc.

Thus, the Royal Navy went to war with the means of detecting a submarine in the surface layer, an effective depth charge which could be set to explode at a pre-determined depth, and skilled Asdic operators who could invariably distinguish between submarine and non-submarine targets: but there was no anti-submarine control system as such other than manual plotting, which was too slow. The normal search pattern was to sweep from

beam to beam (180deg) manually in 5deg steps, but the returning echo first had to be received back before the transducer was trained on to the next arc; and despite a streamlined dome speed was limited to 15/20 knots, above which ship-generated noises (propellers, gearing, etc.) would have drowned out the returning echoes.

There was a dangerous tendency to think that Asdic had mastered the submarine, which was not shared by the A/S specialists, who well knew the limitations of an acoustic sensor. In the active mode the maximum range of Asdic was about 2,500 yards, and as its signal was audible the submarine was aware that it was being hunted; the sound path was only in straight lines in the surface layer whose depth varied considerably depending on location and weather conditions (see *Note 1*), there was no indication of target depth, and at the crucial release point of depth charges the hunting ship had by then lost contact with the submarine target owing to instant echoes. As a matter of choice nearly all Asdics operated in the HF band (above 15kHz) which entailed a short wave length, and so limited range; but permitted a small set with a modest power demand suitable for the smaller type of vessel normally associated with A/S work.

Despite its shortcomings British Asdic did provide the Royal Navy with the means to detect and attack submarines, and in the ensuing conflict there was a rapid build-up of experience and tactics in anti-submarine operations. In 1940 there was large scale fitting of search sets to patrol trawlers/drifters

to give warning of a German invasion; and similar sets were later provided for defensive purposes for harbours, anchorages, and merchant ships. Up to the end of 1941 German submarines were sinking British merchant ships at a faster rate than replacement new construction, but from 1942 there was a reversal of fortunes when Allied forces started to sink German submarines at a faster rate than they could be built. This was the result of a combination of factors including the introduction of RDF, a large building programme for escort vessels, increased shore-based air cover, escort carriers, etc.; but most significantly the massive output by American industry of warships, merchant ships, and aircraft.

The performance of Asdic did not markedly improve during the war years, but tactics did as the numbers of escort vessels steadily increased; and in the end this is what proved decisive. It was necessary to add a depth-finding attachment to the main search set as German submarines went deeper to avoid detection, and the ahead throwing A/S mortar completely supplanted the depth charge; while with more target data made available to the bridge an effective A/S control system was evolved.

Note 1: Typically 300/600ft in the North Atlantic, only 50ft in the Mediterranean in summer, and because so many rivers flow into the Baltic alternating layers of different salinity—which reflect sonar echoes—severely limit the effectiveness of Asdic; while owing to the nearly constant temperature in the Arctic Ocean the surface layer extends right down to the bottom.

Type	Duty	Frequency	Remarks
111	Search & attack	20/50kHz	Prototype; battery-powered, and retractable
112	Search & attack	20/50kHz	Escort vessels; battery-powered, and retractable cylindrical dome
113	Search & attack	20/21kHz	Submarines some "H" class; Fessenden alternator, retractable dome on casing, submerged operation only
113C	Search & attack	20/21kHz	Submarines some "L" class
113X	Search & attack	20/21kHz	Submarine <i>X.1</i> ; 2-ply transducer
114	Search & attack	21/31kHz	Destroyers; battery-powered, and retractable cylindrical dome
115	Search & attack	21/31kHz	Destroyers "W" class; wide-angle sweep, and fixed dome
116	Search & attack	10kHz	Submarines early "O" class; fixed upper dome and retractable cylindrical lower dome
117	Search & attack	21/31kHz	Destroyers; interim updated type 114 with fixed dome
118	Search & attack	10kHz	Submarines "O"/"P" classes; battery-operated, cylindrical dome
118A	Search & attack	10kHz	Submarines "P"/"R" classes
119	Search & attack	14/26kHz	Destroyers "B" class; electrical training, and portable dome
119A	Search & attack	14/26kHz	Destroyers; electrical gear as type 124
119B	Search & attack	14/26kHz	Destroyers; mechanical gear as type 123
120	Search & attack	10kHz	Submarines "River" and "S" classes; updated type 118
121	Search & attack	14/26kHz	Destroyers "D"/"E"/"F"/"G" classes, sloops "Bittern"/"Kingfisher" classes; retractable dome, and gyro-stabilised transducer
122	Search & attack	14/22kHz	Trawlers and drifters; portable dome
123	Search & attack	14/22kHz	Trawlers, whalers, yachts, auxiliary vessels; improved type 122, mechanical training, many modifications during war
124	Search & attack	14/26kHz	Destroyers "C"/"H"/"Tribal"/"J"/"K"/war classes, sloops "Kingfisher" class; bridge control cabinet, chemical range recorder
124S	Echo sounder	kHz	Destroyers
125	Echo sounder	kHz	Surveying vessels; modified type 124
126	Echo sounder	kHz	Sloops RAN; modified type 123 for deep water
127	Search & attack	kHz	Old escort destroyers, sloops, corvettes, frigates; bearing plotter, bridge control cabinet, portable dome, many modifications during war
127Q	Search & attack	38.5kHz	Q attachment added (q.v.)
127S	Echo sounder	kHz	Surveying vessels
127MQ	Mine recovery	kHz	Controlled minelayers
128	Search & attack	kHz	Destroyers "L"/"Hunt" classes, frigates, minelayers, minesweepers, and ships not able to fit type 144 (q.v.); retractable dome, many modifications during war
128Q	Search & attack	38.5kHz	Q attachment added (q.v.)
129	Passive search Communications	kHz	Submarines "T"/"U"/"V" classes; keel-mounted, gyro-stabilised electro-mechanical training
130	Search	kHz	Coastal forces; fixed transducer, not developed beyond design stage
131	Search	10/13kHz	Harbour defence; cylindrical dome mounted on tripod on sea bed, control cabinet ashore
131A	Search	10/13kHz	Harbour defence; optimised for detecting small targets.

132	Search & attack	15kHz	Battleships, cruisers, aircraft carriers; retractable dome, active and passive
	Passive search	10kHz	transducers, gyro-stabilised electrical training
133	Search & attack	14/26kHz	Destroyers old "S"/some "Town" classes; fixed dome, mechanical training, reversion to type 119
134	Search & attack	14/22kHz	Coastal forces; manually operated, two fixed transducers, superseded type 130
134A	Search & attack	14/22kHz	Motor launches; portable fixed transducer
134B	Search & attack	14/22kHz	Coastal forces; single trainable transducer
134C	Search & attack	14/22kHz	Coastal forces; double-faced trainable transducer
134E	Search & attack	14/22kHz	Coastal forces; compass-stabilised training
134F	Search	14/22kHz	Coastal forces; modified to detect small targets
134S	Echo sounder	14/22kHz	Coastal forces; reflecting plate dome
135	Search	15kHz	Boom defence vessels; transducer based on type 758 and suspended on long shaft
135B	Search	15kHz	Breakwater fixed transducer
135BP	Search	15kHz	Breakwater fixed transducer, improved electronics
136	Search	kHz	Merchant ships; retractable dome
137	Search	kHz	Boom defence vessels; double-faced transducer suspended on long shaft
138	Passive search	10kHz	Submarines some "H"/"S"/"T"/some "U" classes; cylindrical cage transducer on after casing, manual training, used in conjunction with type 129
138A	Search	10kHz	Submarines some "T"/some "A" classes
138B	Search	10kHz	Submarines some "T"/some "A" classes
138BR	Search	10kHz	Submarines some "T"/some "A" classes
138E	Passive search	10kHz	Submarines some "T"/some "A" classes, electrical training
138F	Search	14kHz	Submarines some "T"/some "A" classes
139	Search & attack	15kHz	Patrol vessels; optimised for detecting small targets
139B	Mine recovery	15kHz	Controlled minelayers; two transducers based on type 765 echo sounder
140	Passive search	kHz	Patrol trawlers and drifters; transducer based on echo sounder type 758S
140A	Passive search	kHz	Patrol trawlers and drifters; improved version of type 140
141	Search & attack	24kHz	Destroyers "Town" class, and cutters "Hartland" class; spherical dome (with sound window) and transducer trained together, USN type QCB/QCB-1
141A	Search & attack	24kHz	Destroyers "Town" class; USN type QCB/QCB-1 fitted with RN retractable dome
142	Passive search	kHz	Merchant ships; type 140 with electrical training
			Motor launches; used in conjunction with type 134
143	Search	kHz	Harbour defence vessels; transducer suspended on end of long shaft with retractable spherical dome
144	Search & attack	38.5kHz	Destroyers, sloops, minesweepers, corvettes, frigates; many modifications during war (q.v.)
144Q	Search & attack	38.5kHz	Depth finding Q attachment added with own TX and RX slaved to main range and bearing recorders
144XA	Search & attack	38.5kHz	Destroyers, sloops, minesweepers, corvettes, frigates; type 128 with automatic training
144XB	Search & attack	38.5kHz	Destroyers, sloops, minesweepers, corvettes, frigates; improved range and bearing recorders
144XBQ	Search & attack	38.5kHz	Q attachment added
144XC	Search & attack	38.5kHz	Destroyers, sloops, minesweepers, corvettes, frigates; bearing and helmsman indicators added
144XCQ	Search & attack	38.5kHz	Q attachment added
144XD	Search & attack	38.5kHz	Destroyers, sloops, minesweepers, corvettes, frigates; improved bearing recorder and repeaters added in plot
144XDQ	Search & attack	38.5kHz	Q attachment added
144XE	Search & attack	38.5kHz	Destroyers, sloops, minesweepers, corvettes, frigates; operators bearing repeater added, improved range recorder and control training
144XEQ	Search & attack	38.5kHz	Q attachment added
145	Search & attack	38.5kHz	Destroyers, sloops, minesweepers, corvettes, frigates; type 144 with electro-mechanical training, and portable dome
146	Search & attack	kHz	Destroyers and frigates, double-faced transducer in retractable dome, electrical training
147	Depth finding	50kHz	Destroyers, sloops, minesweepers, corvettes, and frigates; used in conjunction with types 144Q and 145Q, transducer housed in hydraulically-operated sheath electrically tilted in ½deg steps to maximum of 45deg
147B	Depth finding	50kHz	Destroyers, sloops, minesweepers, corvettes, and frigates; production set, RDF control later added
147C	Depth finding	50kHz	Destroyers, sloops, minesweepers, corvettes, and frigates; interim set with earlier range recorder
147F	Depth finding	50kHz	Destroyers, sloops, minesweepers, corvettes, and frigates; improved TX, transducer, and depth recorder

147G	Depth finding	50kHz	Destroyers, sloops, minesweepers, corvettes, frigates; with monitor hydrophone used in conjunction with types 144 and 145
147X	Depth finding	50kHz	Destroyer <i>Ambuscade</i> ; prototype set
148	Mine detector	kHz	Submarines; not fitted
	Echo sounder		
149	Search & attack	20kHz	Aircraft carriers and cruisers; continuously rotated hydrophone, PPI display, range recorder added, superseded type 132
	Passive search	10kHz	
150	Bottom search	kHz	Landing craft; two transducers in cylindrical dome suspended outboard, hand training, developed from type 135B
151	Homing beacon	kHz	Midget submarines; used as navigational beacons for invasions, transducer basically an inverted echo sounder
151DX	Diver's aid	kHz	Prototype set
151S	Homing beacon	kHz	Midget submarines; second transducer fitted to keel
	Echo sounding		
152	Mine detector	30/65kHz	Submarines "A" class; second transducer added to type 129
153	Mine detector	kHz	Minesweepers; permanently tilted transducer, automatic training
154	Homing beacon	kHz	Resonating steel rod enabling raiding parties to be located by submarines fitted with type 154T
154R	Homing beacon	kHz	Hydrophone on training shaft enabling raiding craft to be located by parent ship fitted with type 154T
154T	Homing beacon	kHz	Ships and submarines fitted with continuously transmitting transducer suspended outboard for recovering raiding craft/parties
155	Decoy	26kHz	Surface ships; three transducers in cylindrical case towed by armoured electric cable to decoy acoustic homing torpedo
156	Communications	kHz	Midget submarines; fixed transducer in free-flooding tank to communicate with parent towing submarine
157	Search	14.5kHz	Marker buoys; battery-powered transducer with all-round transmission at pre-determined intervals, self-destruct when battery exhausted
158	Training	kHz	Coastal forces; two transducers in portable sheath which simulated asdic echoes from fast submarine adapted from USN repeater target

A/S anti-submarine PPI plan position indicator RX receiver TX transmitter UWT underwater telephone

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